cycle news

VOLUME VII NUMBER 40 | Western Edition | October 20, 1970

# TRANS-AMA DEBUTS

Brad Lackey traveled east this weekend and surprised a lot of folks with some West Coast riding talent. Lackey showed up at the inaugural Trans-AMA event in LaRue, Ohio and easily outdistanced the field in the Support Feature. However, former World Champion, Jeff Smith was also on hand for the series' debut and led the BSA factory team to victory in the main event. And at Pepperell, Mass., Arne Kring dazzled a crowd of 15,000, taking an overall victory in the Inter-Am race. Both reports begin on page 16. Additionally, Cycle News publishers, Chuck and Sharon Clayton have been in Spain for the past couple of weeks and have sent back a full report on the I.S.D.T., which appears on page 3. And to top it all off, the Checker's M.C. threw their annual Check Chase this past weekend. That report(?) begins on page 9.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

# CALENDAR

CALENDAR items will no longer be taken by phone. To insure appearance in this section, please mail information to Cycle News, Box 498, Long Beach, Calif. 90801. Information requested to include: Type of event, sponsor, location, date. Entry fees (mail and post) with mail closing date and address. Sanctioning group, district and if points available. Should also have phone number with area code for more info. May include other items if needed.

## WEDNESDAY, OCT. 14

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. $1 entry. Racing 7-dark.

## THURSDAY, OCT. 15

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

## FRIDAY, OCT. 16

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

## SATURDAY, OCT. 17

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA snact. Admission and entry $2.50. Signup at 4:30 p.m., Practice 4:30-6:30. Racing at 7:30 p.m.

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

INDOOR SHORT TRACK by Nevada Trailblazers M.C. at Washoe County Fair Grounds, Pavilion Bldg., Reno, Nev. $2.50 to ride or watch, mail only closes Oct. 9, to Al Lockett Ent., 670 Hood Ave., Reno, Nev., 89502. Pract. 2-3:30, racing at 4. AMA sanct., no big knobbies. Info: (702) 323-6055.

## SAT. & SUN., OCT. 17 & 18

TOUR by Majestics M.C. of the Colorado River. 2nd Annual Hawaiian Tour. Info: Majestics M.C., 10919 Littchen, Norwalk, Cal. (213) 863-9233, (714) 595-8489.

## SUNDAY, OCT. 18

MOTOCROSS Championship for California by EBRA in Ensenada, Mex. No card needed. Mail $3 entry to PO Box 731, Ensendada, Baja, Mex. $5 post. Camping on beach with pract. Sat. and racing Sun. at 10:30. Info: 83237 in Ensenada, Mex.

MOTOCROSS by Kern County Trailblazers M.C., at Poso Park, 18 miles North of Bakersfield on Hwy 99. All classes, AMA sanct., Dist. 35 pts. Other Dist. cards honored. Practice at 8 a.m., first race at 10. Post entry $4.50, mail entry $3 to 240 E. Ash, Shafter, Calif. Info: (805) 746-4058.

CMC MOTOCROSS at Saddleback Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Oct. 13. Post $10. Gates open at 7:30 a.m.; racing at 10. 3 No. plates.

ACA ROAD RACE at Willow Springs Int'l RAceway, Rosamond, Cal. All Jr. and Sr. GP and TT classes. Signup at 8; racing at noon. Info: (714) 528-4290.

POKER RUN by Lodi M.C. with signups at Lodi M.C. club hourse from 9-11. $2 entry includes meal at tend of run. Info: (209) 368-7128.

MOTOCROSS by Dirt Diggers North at White Rock Park, E. of Sacramento. Limed from Sunrise Blvd. & Hwy. 50 to White Rock Rd., left, 3 mi. to Park. AMA sanct. $2 to watch or ride. Signup 8:30-10:30, racing at 11.

MOTOCROSS at Deadman's Point. $1 entry. Gates open at 8 a.m., racing at 10. Info: (714) 247-7473.

TRIALS by SCTA at Saddleback Park. Signup at 9, trials at 10. Info: (213) 697-9441.

MOTOCROSS by Bushmasters M.C. at Beaumont. Take interstate 10 to Beaumont and follow lime from Beaumont Ave. Dist. 37 pts. $3 mail to Bushmasters Inc., PO Box 921, Banning, Cal. 92220. $5 post. Pract. at 8, racing at 9. $1 admission.

SHORT TRACK by Eastside M.C. of San Jose at Alviso Speedway. Class "C" traction, AMA sanct. $2 to ride or watch. Signup & pract. 9-11, racing at noon. Info: (408) 292-8574.

HILLCLIMB by Campbell M.C. at Carnegie Cycle Park's (Livermore) virgin hill "The Wall". AMA sanct., postponed from Oct. 11. $2.50 entry plus $2.50 admission. 100cc-up. Signups close at 10:30. 2 hills for heavyweight and lightweight. Info: (415) 251-3331, 241-6443, 263-1374, or 272-2474.

SCRAMBLES by Hustlers M.C. ½ mi. S. of Interstate 80 on Old Davis Road between Davis and Woodland Fwy exits. Signup and pract. 8-10, racing at 11. $2 entry; Dist. 36 pts. $1 admission, 50 cents under 12. Info: (916) 753-7437.

TT SCRAMBLES by Gripsters M.C. at Elsinore Raceway. Practice at 8, racing at 9. Entries close at 8. Info: (714) 871-1961.

HARE & HOUNDS by RAms M.C. at Soggy Dry Lake, Lucerne Valley. Will be limed on Old Women Springs Rd. E. from Lucerne to Soggy Lake turnoff. Two 40-mile loops. Dist. 37 pts. 10 a.m. start.

## WEDNESDAY, OCT. 21

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. $1 entry. Racing 7-dark.

## FRIDAY, OCT. 23

TT RACES at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. $2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

## SAT. & SUN., OCT. 24 & 25

ANTIQUE RALLY by CAMA at Grossmont Shopping Center on the Mall. Classics and Antique motorcycles. Begins at 9 a.m. each day. Info: John (714) 448-8416.

*(Please turn to pg. 26)*

## REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

Motorcycle Jackpot racing (Motocross) River Ridge course, 2 miles east of Zillar, turn at the "Teapot" service station, follow markers. Classes – 125cc, 250cc, over 250cc. Entry fee $1.00. Race – 7:00 until dark.

**EVERY FRIDAY NIGHT**
CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

**EVERY SATURDAY NIGHT**
TT RACING, Elsinore Race Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

**3rd SUN. OF EVERY MONTH**
Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.).

**COURSES FOR RENT ADELANTO T.T. TRACK**
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Call (213) 862-0229 (213) 923-9132 (213) 944-2960
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CMC
All Entries Accepted Until 6:30 p.m.
MOTOCROSS NOW
Every Friday Night
$400. purse
Pit gate open 4:30 pm
Pit gates and entries Close 6:30 p.m.
ASCOT PARK
183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates



RIDE WITH THE BEST
RIDE CMC EVENTS
MOTOCROSS
OCT. 11th – CARLSBAD
OCT. 18th – SADDLEBACK
OCT. 25th – CARLSBAD
– RAIN or SHINE –
3 Plates Req.
Gates open at 7:30 a.m., racing at 10:00 a.m.
CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.



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A.C.A. Motocross
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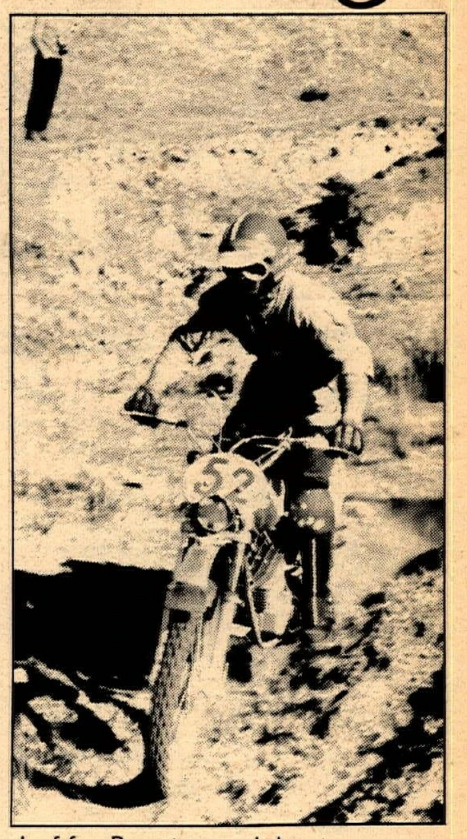
SADDLEBACK Park
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

# Six Americans Take ISDT Golds

U.S. Teams are introduced. It is the last rest they will have for six days.



Jeff Penton blast across California-desert type terrain.

By Charles Clayton

MADRID, SPAIN, Oct. 11, 1970 – Americans scored their highest yet in the International Six Days Trials competition at the 45th running of the I.S.D.T. in Spain last week.

Six Gold Medals, five Silvers and eight Bronzes were taken home by the most representative group of Americans ever to compete in the Six Days. Bronze medals were awarded to those who finished within the time limit, but lost penalty points for arriving late at one or more of the ten checkpoints per day.

Our trophy teams chances crashed in the rocks when trophyman Dave Mungenast got off hard on the second day, injuring his back. He was unable to continue, and the team lost 100 penalty points each day that he was out. But there were still many private teams and individuals in contention.

Mounted on factory prepared Husqvarna motorcycles of 250cc and 405cc displacements, the first American team sent to compete for the World Championship Trophy was to have been headed by six days veteran Bud Ekins. Ekins, however, fractured a hand in a fistfight with mad painter Kenny Von Dutch shortly before he was to board the chartered 747 for Europe, and his place as team captain was taken by Malcolm Smith.

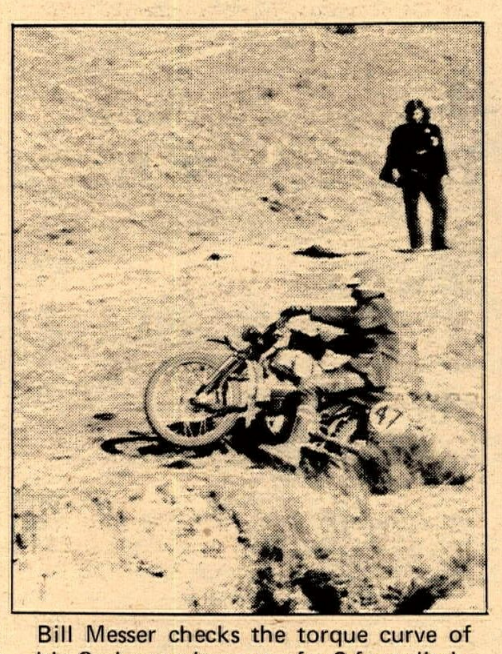
The remainder of our trophy team did quite well. Malcolm Smith won a gold as did Ron Bond and John Penton. Mike Patrick won a Silver.

The best team effort from this country was mounted by the International Silver Vase "A" Team which was mounted on Pentons. All team members garnered medals, with Jeff and Tom Penton getting Golds and Jack Penton and Doug Wilford getting Bronzes.

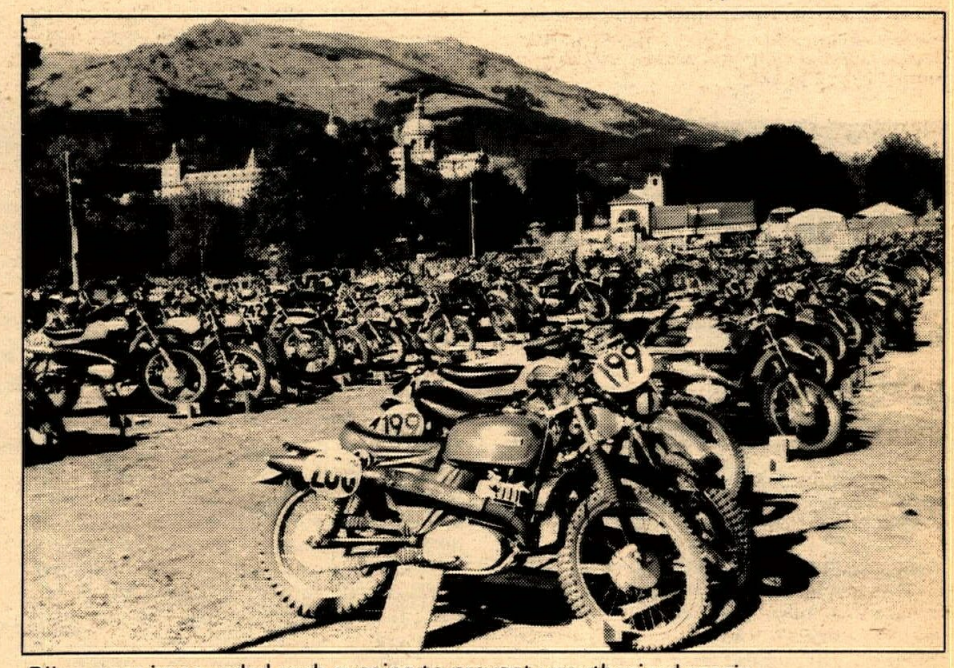
A rule change permitting nations to enter trophy teams on motorcycles other than those manufactured in the team's country allowed the U.S. to field its first attempt at winning the World Trophy. This time, the trophy was taken by the Czechoslovakian trophy team mounted on Jawas. The Czechs, however, declined the winner's privilege of hosting the 46th Six Days in their country and the British immediately asked to have it on the Isle of Man next year.

–Rocks, hot weather and fast schedules greeted the first day's participants and cost many riders their Gold and Silver. Everyone agreed that the first day was the worst. Compressed air bottles carried by the riders exploded in the heat and tires exploded against the rocks. Forty-five Americans had entered, two failed to start and by the end of the first day, eight more had dropped by the trailside.

The next day, even with a slower schedule, eight more dropped out. Injuries, flat tires and mechanical failures accounted for most of the American failures. Don Bohannon suffered a broken thumb, and Preston Petty and Dave Ekins lost the gearboxes in their Puchs because of faulty heat treating on a batch of selector keys. Bob Armstrong, riding the only Hodaka, blew a front tire and, having no spare tube for the 21" wheel, stretched a 19-incher to fit. By the time he was under way again, he was over an hour late and thus disqualified. Gordon Razee suffered the recurrence of an old arm injury and quit. Lewis Mulligan broke an arm when he hit something in the dense dust. The list goes on...broken pistons, broken bones, squared wheels.



Bill Messer checks the torque curve of his Sachs coming out of a 3-foot ditch.



Bikes were impounded each evening to prevent unauthorized repair.

After that it settled down into the difficult, near-impossible grind that is the Six Days. The course, laid out by Juan Soler-Bulto was thought to favor Bultacos, but it was as terrible for the Spanish Buls as it was for anyone. Only the Czechs seemed undaunted. The rain in Spain fell mainly on the mountains this time. When it wasn't raining there was hail and showers. Riders blasted into the 6,000 ft. mountain checkpoints blinking icicles off their lashes. The downhill rocks washes were treacherous in the ice. Not only the terrain made for difficulty, but the fighting bulls which roamed ree over the course caused some moments of ear for the competitors. Al Baker, running on his Silver, was seen examining a rip in his checkered jersey after dodging a bull, Toreador style. He had executed an imperfect Veronica at speed, and narrowly avoided being gored. A few days later, Baker sat disconsolately beside his Puch with a gearbox full of neutrals, another victim of the soft selector keys.

A Gold Medal was won by Gerry Pacholke (Bul), a member of the Bultaco Cemoto East Team while his

*(Please turn to pg. 27)*

Expectant crowd awaits news on first day.

# cycle news

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# voices

**THINK ABOUT THIS:**

Let me begin by saying that I generally agree with your editorial policies; They are, on the whole, fair and reasonably unbiased when compared to the "other" motorcycle publications.

However, though I cannot support all the decisions made by the AMA, I do feel that your criticisms of them voiced in the Oct. 6th editorial to be a bit far fetched.

If you will re-read the notice sent to the riders by Mr. Tom Clark you can see that the basis for rider selection for the "Featured Main" to be as follows;

"All entries will have to be submitted on time on the official AMA entry forms, and there will be no post entries allowed for the main event. The men to participate in the event will then be selected by the AMA and the promoter. It will be extremely important to us to make certain that all factories are fairly represented and that in the main event we have equally qualified riders. We feel this is very important to the overall safety of the riders competing."

Now, maybe I'm missing the point, but it sounds to me as if the AMA is trying its best to promote a safe, exciting series of races, as opposed to the mess that could result from trying to adhere to everyone else's ideas of how to run a M/X series.

For instance; Let's imagine you're Joe Spectator at the "First Annual LaRue, Ohio Trans-AMA Moto-Cross", and you show up on Sunday fully expecting to see Dick Mann, Mert Lawwill, Dave Aldana, et al, battling it out on Greeves, Ossas and Huskies, when...Surprise! Good old Dick, Mert and little Davey got blown off on Saturday by local aces that win there every other weekend. Fair enough. So you get to see the fastest riders on the track; The same riders you saw last week...and the week before...and so on. But you did NOT get to see what you thought you paid for; Lawwill, Mann and Aldana.

"Oh, but that's not fair!" Of course it's not, but neither is it fair to exclude a talented rider like Alan Clough from the Inter-Am simply because he was not Swedish, as was done by good old Edison Dye. It seems fairly clear that the AMA is going about this thing correctly in first trying to go heavy on the promotion end of racing by using established AMA stars in what is, to most people, an unfamiliar form of racing. I, for one, would be more interested in seeing Gene Romero on a CZ than I would Tim Hart, for example, simply because I have seen Tim ride, and I know he's fast, and extremely talented at M/X racing. But Romero, on the other hand, would be trying an almost completely new form of racing for the first time. Now THAT would be a gas to watch. Nautrally, as time progressed, the quick learners would assert themselves and make the selection much easier, and at the same time, fairer, but at least they would have the chance to sort themselves out a bit before the culling out process began after, say, one full season.

You pointed out further that you think the point system to be used "stinks". Here I must agree with you, but for different reasons. As you know, there will be two Champions at the end of the season; an overall champion decided by total points, and a National champion, decided by highest total points won by a competitor who has resided in the US for at least six months, or who has competed in at least ten AMA sanctioned pro events during the current year.

It would seem, under this system, to be a simple matter for a European to take both titles, Overall AND National, simply by hitting the minimum number of required events, thereby voiding an obvious attempt by the AMA to promote a truly "National" star, which would, in turn, promote enthusiasm.

But in your criticism you attack the decision to use total points in determining the Championship, as opposed to using the best four or six out of eight system. You state that a consistently low placing rider who makes all eight events could possibly score higher in final points than one who only attended three races, but won all three. If this is the case, then someone had better let Gene Romero know that he's not National Number One anymore; Jim Rice is, because he won more races. Or maybe it's Dick Mann, since Daytona received the most publicity.

As we both know, Mr. Sanford, professional racing of any kind is not for the little guy who likes to see if his Montesa is faster than Tim Harts'. As the rules stand now, an entrant is compelled to have at least two scooters; a heavyweight and a lightweight, before he can even send in an entry, since if he is not picked for the Featured Main in one class, he will have to ride the Supporting Main in the opposite class. It is unfortunate that there are many talented riders who are not lucky enough to have a nice, kindly old sponsor to rely on. But someone once told me about a certain National Number 18 who only rode four races during his first year as a professional, because he simply could not afford to travel to the distant events.

Instead of browbeating the AMA about the poor, talented, "little guy", maybe you should be trying to loosen the purse-strings of the dealers and distributors and accessory houses and especially the manufacturers who are getting fat using race oriented advertising, and giving little, or nothing to the racers who go out and generate that publicity practically for free. A prime case in point is a very large Japanese firms' American distributorship flatly denying for many years, (or at least since the parent company had bowed out of international competition) that racing success sold motorcycles; that is, until a certain Richmond, California rider won the Daytona 200 on one of their four cylinder wheelbarrows. The very same week, for crying out loud, there were posters, leaflets, skywriting, fireworks, bands plyaing, children laughing.....I hear they even tried to get a bill passed through the Senate proclaiming a National holiday. And if you looked very, very closely, you just might somehow discover that somewhere in all the flashy ad copy they actually, if somewhat begrudgingly, admitted that there was, in fact, a lowly AMA racer of some repute, stashed somewhere amidst that bee-otiful, complex masterpiece of engineering science, (that you, by the

*(Please turn to pg. 27)*

# Robert New Champion

LAUNSDORF, AUSTRIA, October 4, 1970 – In the last round of World Championship 250cc Motocross, Joel Robert beat his Belgium teammate Sylvain Goebers to take the fantastically close race for the world championship.

Robert took the lead in the first round with Goebers in hot pursuit. But Goebers bent his shift lever and lost a few vital seconds in straightening it. This put him out of contention. Meanwhile Robert, under great pressure fell down and allowed Heiki Mikkola to slip by for the win. Robert was second, Goebers, third.

In the second round Robert again jumped into the lead ahead of Goebers and the two went half the race that way. Then Goebers tried to pass and clipped Robert's wheel. Goebers went down; Robert didn't. Again Mikkola managed to get by for the win and Robert allowed fellow countryman DeCoster to get ahead so that Belgians are in the first three places in the championship table. In this round, it was Mikkola first, Robert second, DeCoster third. The final Title positions are Robert, first (96), Goebers, second (94), DeCoster, third (74) and Mikkola, fourth (73).

A number of records were broken by Robert's title win. Robert is the first man to win the 250cc world title three consecutive times. He is now tied with Hallman for total world championships (four each). It is Suzuki's first world championship. Robert is reported to be quite exuberant; not only is he now world champion, but he is to be married this week to 27 year old Jeanine Bracq.

# Suzukis In MX Series?

WORTHINGTON, OHIO, Oct. 12, 1970 – Suzuki factory motocross stars, Joel Robert and Sylvain Geboers, are once again the subject of spectulation, according to an AMA source.

The two were scheduled to ride in either the Trans-AMA or Inter-Am series (depending on who you believed), but according to the AMA, both riders are in Japan "discussing business" with Suzuki officials.

Earlier, Geboers was in the middle of a controversy between Inter-Am promoter, Edison Dye and American Suzuki. Geboers had contracted to ride the Inter-Am series but the company was trying to prevent it because of differences with Dye. At last report, however, it appeared that Geboers would ride in the Inter-Am, and Robert the Trans-AMA.

There was no official explanation from the AMA regarding Robert's absence at Sunday's first Trans-AMA event at LaRue, Ohio. But a spokesman did say that Robert was not under contract, and "If he rides (in the Trans-AMA series), he will appear at the first Heavyweight event, at Delta, Ohio, on Oct. 25."

American representatives for Suzuki were contacted earlier this week, regarding the Geboers situation, but declined to state anything other than, "Geboers is under contract with Dye but Suzuki wishes he does not ride."

# Assault On The Salt

BONNEVILLE, UTAH, Oct. 12, 1970 – Harley-Davidson's assault on the ultimate motorcycle speed record came a step closer Sunday, as Cal Rayborn piloted the 90 inch, gas powered streamliner to 212 mph, completing the preliminary runs and setting the stage for an all out attempt.

Sunday's run, however, was not without difficulty, as the Dennis Manning-built shell went on its side, shortly after hitting the 212 mark. The damage was minor and expected to be repaired today.

According to Bruce Flanders – the AMA official on hand for the run – the biggest problem so far has been the weather, with winds and even snow occurring with regularity. Flanders said, though, that the Harley group has "all the potential to set the record."

But potential may not be enough. As Cal Rayborn said, "It was a lot easier to win Daytona twice than get this record."

Meanwhile, Robert Leppan, the man who held the record for four years prior to Don Vesco's record run three weeks ago, is on his way to the Salt Flats with two Triumph Tridents mounted in his streamliner. According to Flanders, Leppan should arrive Thursday. "I imagine, one way or the other, Vesco's record is going to get broken," Flanders added.

# Ascot MX To Friday

LOS ANGELES, CALIF., Oct. 8, 1970 – Jim Wilson, the 19 year old star motocross rider from Torrance, has signed a contract with American Jawa and today picked up 250cc and 360cc CZ motocross machines, according to Ted Moore, the firm's western sales manager.

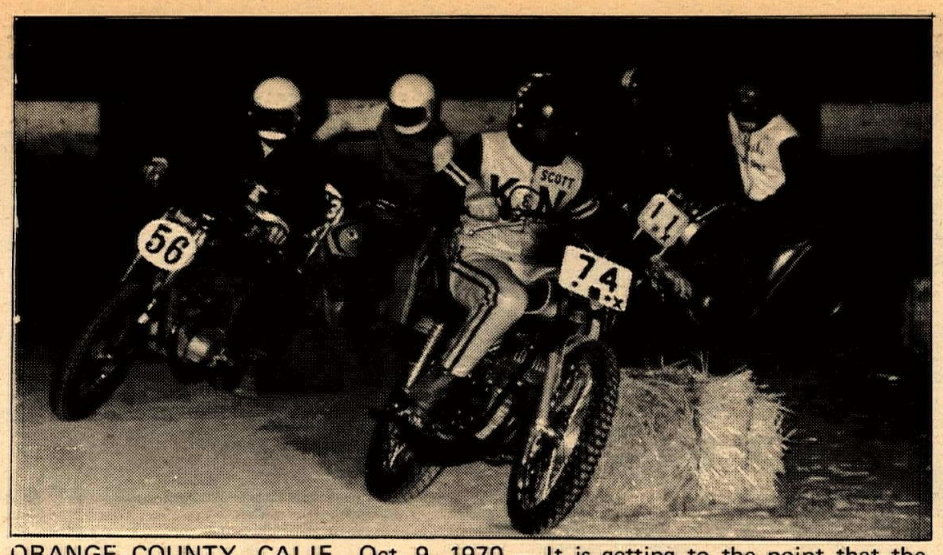
Wilson will begin riding the bikes as soon as he recovers from a minor foot injury, and plans are being finalized for his participation in the fifth Trans-AMA event at Dallas, Texas.

Wilson, who has been riding Greeves for the past four years, said he is giving up the English bikes because he cannot get the machines or parts he needs.

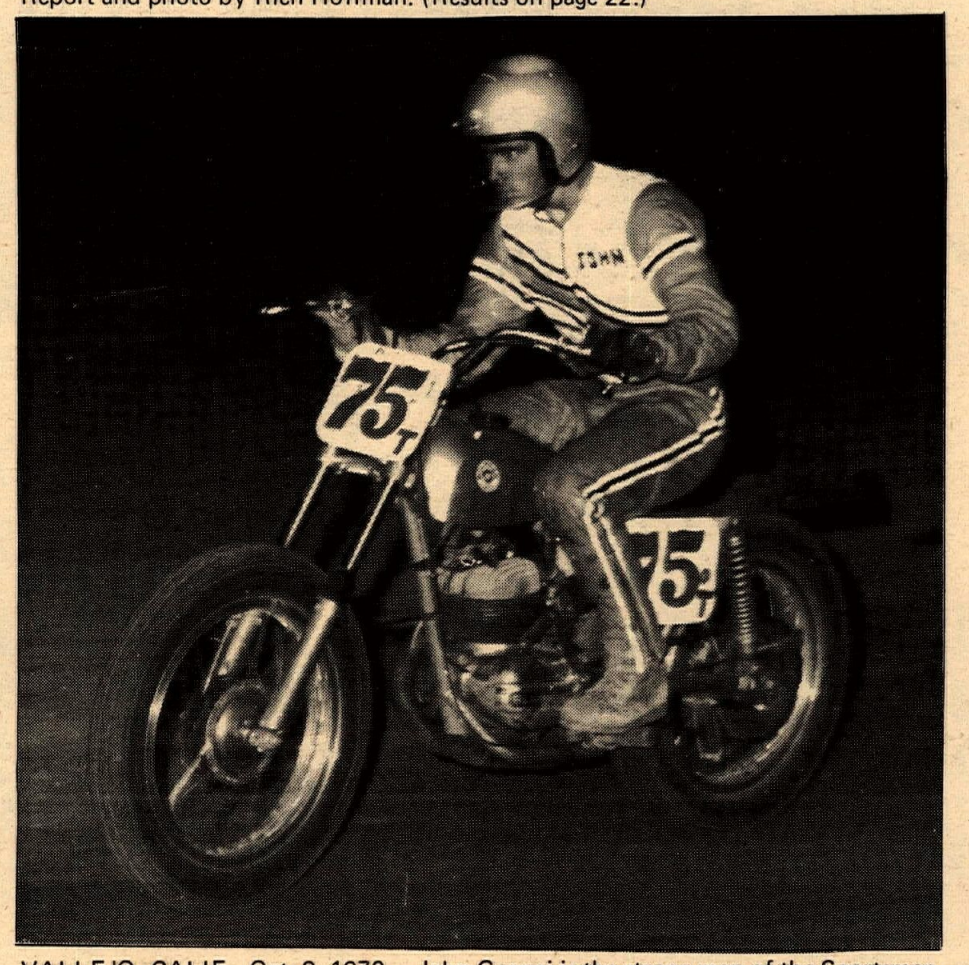
# Wilson Mounts CZ

GARDENA, CALIF. – CMC Motocross racing shifts into the Friday night (Oct. 16) slot at Ascot Park in Gardena next weekend.

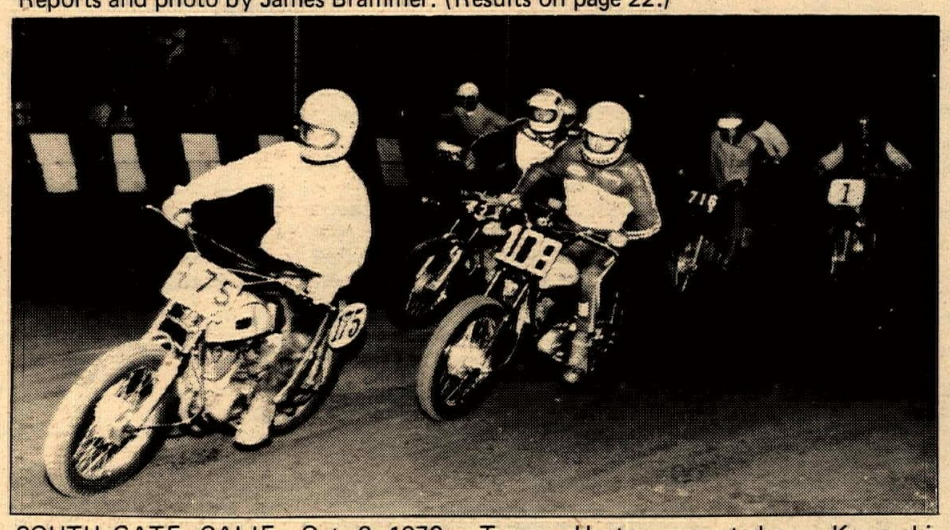
The motocross competition has been one of the biggest crowd lures at the 183rd and Vermont Avenue plant this season. One of the big reasons is the huge field of competitors, which have been averaging nearly 300 weekly.



ORANGE COUNTY, CALIF., Oct. 9, 1970 — It is getting to the point that the mention of OCS brings to mind one top rider here, Scott Smith. And, tonight, Smith did it again with four main event triumphs and the 250cc TT trophy dash in the HRL series of races. Close behind in the win column was Mark Kruse on a Ducati. He came out on top of the 250 ST Trophy Dash and the 250 and Open Short Track events. Report and photo by Rich Hoffman. (Results on page 22.)



VALLEJO, CALIF., Oct. 2, 1970 — John Gennai is the strong man of the Sportsman TT races at the Vallejo Speedway. With only one night of racing left, Oct. 9, Gennai picked up his fourth, first-place trophy during the past nine races. This ties Jim Foley's record of four wins in the same period. John Green is the only other winner in that competitive 250cc Expert class during the same period. Bill Trumbull on a Yamaha from Fairfield made the remarkable ride of the night in the 500-650cc Expert final. He broke into the action about half-way through the race by passing both Bill Budde and Foley at one time in the south corner moving from fifth to second. From then on he challenged the winner, John Green (Mon) to the end of the 10-lap final, the 47th and final race on the night's program. As the spectators left, they were taking sides asking if Trumbull could pass Geen if the race was longer. Reports and photo by James Brammer. (Results on page 22.)



SOUTH GATE, CALIF., Oct. 8, 1970 — Tommy Horton, mounted on a Kawasaki won three main events and two trophy dashes at Trojan Speedway Thursday night.

In the 250 TT Trophy Dash, Horton, who rides for Morgan's Kawasaki of Lancaster, could not keep his 250 machine running, so he jumped onto his 100cc bike for the race. In the first turn, Horton jumped into the lead for keeps and then was chased by the other 250cc riders.

Horton passed two bikes while in turn one of the 100 TT Trophy Dash and after that held onto the lead for the win.

In the 100 TT Main Event, Horton jumped into the lead off the line just ahead of Roy Widener. Horton kept the lead for himself as he started pulling ahead of the other bikes. When he took the checkered flag he had a sizeable lead over Widener. Placing third behind Horton and Widener was Wally Jones mounted on a Suzuki. Horton also won the 125 TT Main and the 250 TT Main.

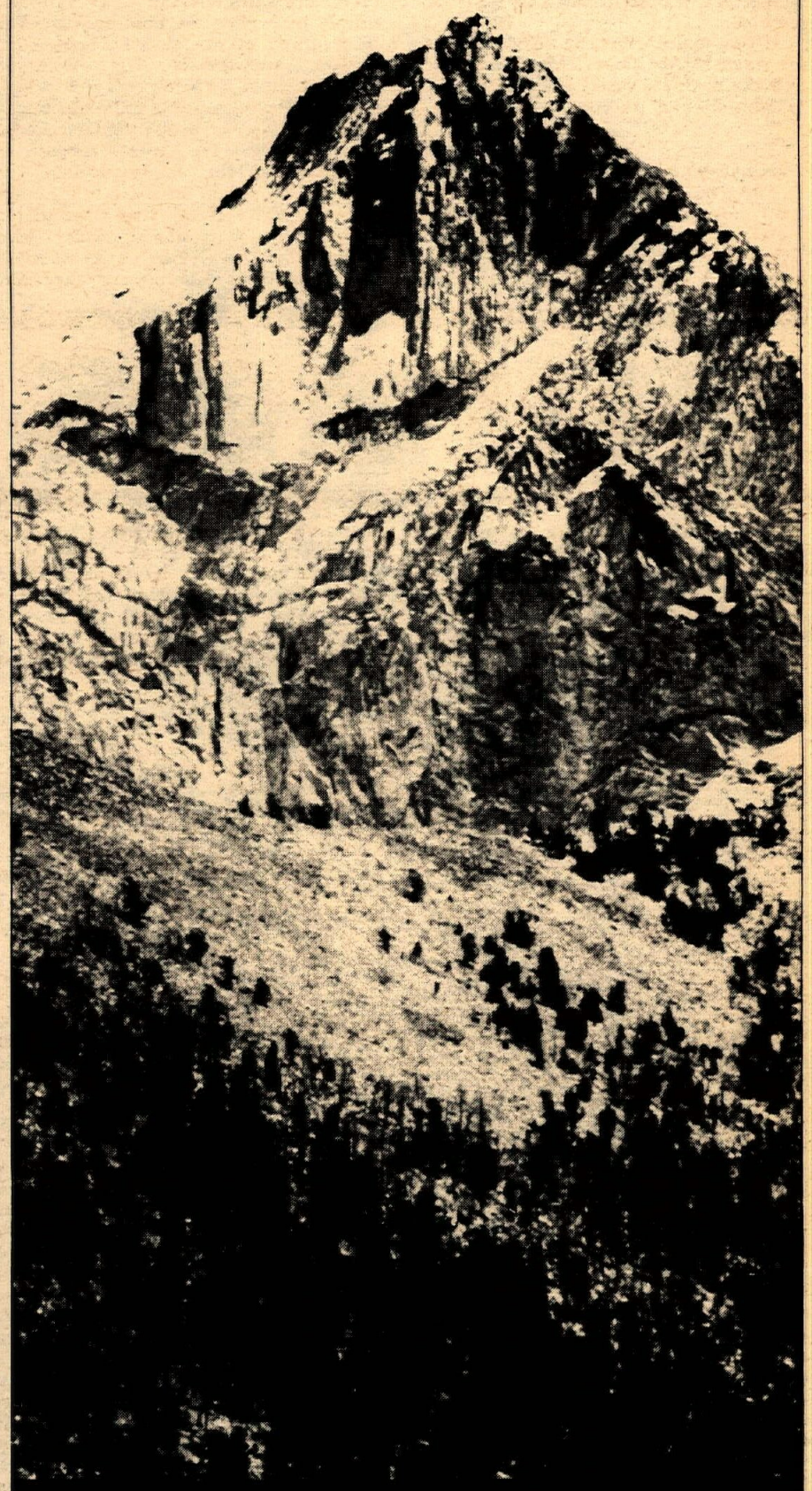
The bikes will return to Trojan next Thursday night at Trojan Speedway. The following week, Oct. 22, Trojan will hold the races on Friday night for the winter months. Racing begins at 7:30. Results on page 22. Report by Eddie Smith.


# OCT. 18th

## Cambell Motorcycle Club Annual Championship

## hillclimb

## AMA Sanctioned



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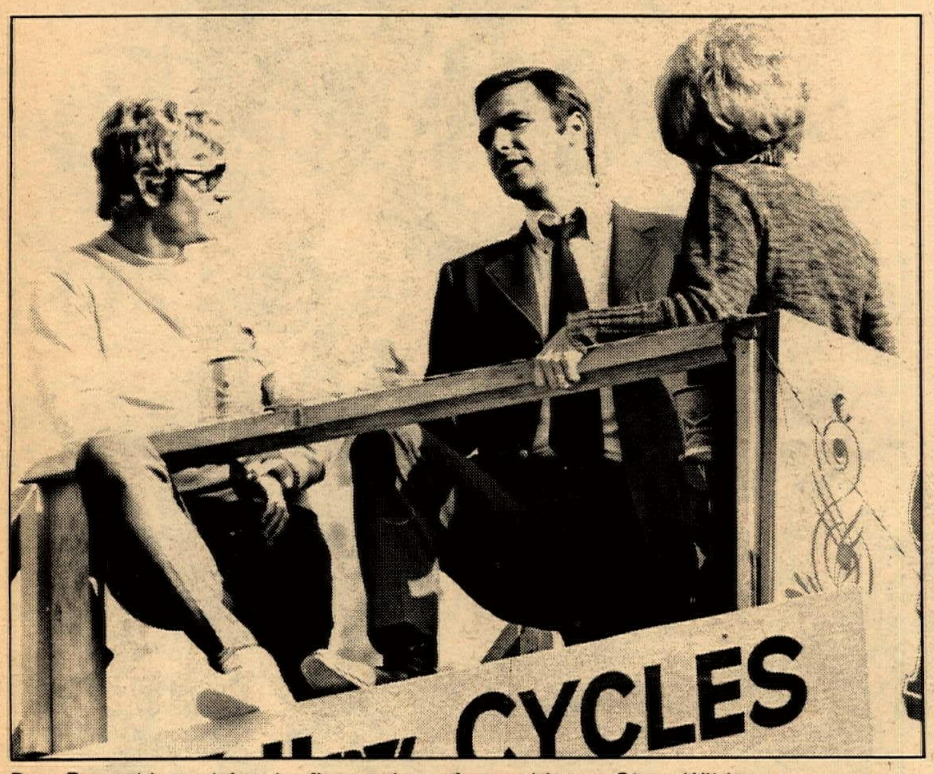
SEE: Jim Thompson on Honda 4, Larry Smith on BSA 3, Marc Smith on Triumph, Ron True on Norton, Jim True (leading contender for national hillclimb champ) on Harley-Davidson and others.

ABC's camera crew follows Steve Barrett up the Bay Mare Hill.




Burt Reynolds explains the finer points of something to Glenn Wilder.

# T.V. PROGRAM FILMED AT BAYMARE TRACK

MOORPARK, CALIF., Oct. 7, 1970 – The film crew for ABC's new Dan August series – a show starring Burt Reynolds and revolving around the actions of a small-town, California Homicide detective – came to Bay Mare today, bringing along a handful of stuntmen for a hill climb scene to appear in a forthcoming episode.

The hillclimb is quite incidental to the plot of the show, but you'll still be able to see desert ace, J.N. Roberts, negotiate his Husky most of the way up the hill (if they don't edit it, that is). Also, stunt coordinator, Steve Barrett does a very neat, on-purpose endo, just before reaching the top, while Ron Rondell makes it over on his Rickman. Stuntman-Actor, Glenn Wilder gets shot at the beginning of this particular episode and the house where the crime was committed burns to the ground.

The crew built the house especially for the burn scene, and, with any luck at all, Bay Mare's Man-for-all reasons, Walt "The Colonel" O'Dell, was able to save the structure before it was totally destroyed.

The stunt men and radio crew await directions to start up the hill.

# Husqvarna takes up where it left off.

Husqvarna led off the 1970 Inter-Am Series with an impressive victory at Copetown, Ontario on the 4th. Torsten Hallman led the Husky power play, taking first overall, with teammate Gunnar Lindstrom finishing second. The 1-2 victory of the Husqvarna team at Copetown makes it clear that Husky is back with the kind of power that made it the overwhelming champion in 1969.

Watch for the Inter-Am in your area.

| | |
|---|---|
| October 18th | MID-STATES<br>at Honda Hills, Linnville, Ohio |
| October 25th | DIXIE<br>at Atlanta, Georgia |
| October 25th | MID-WEST<br>at Tulsa, Oklahoma |
| October 30th | ASCOT<br>at Gardena, California |
| November 1st | LOS ANGELES GRAND PRIX<br>at Los Angeles, California |
| November 8th | ROCKY MOUNTAIN<br>at Lafayette, Colorado |
| November 8th | SACRAMENTO<br>at Sacramento, California |
| November 15th | TEXAS<br>at Houston, Texas |
| November 15th | PHOENIX<br>at Phoenix, Arizona |
| November 22nd | HAWAII<br>at Honolulu, Hawaii |
| November 22nd | OREGON<br>at Portland, Oregon |
| November 29th | SAN FRANCISCO<br>at Livermore, Calif. |
| December 6th | SADDLEBACK<br>at Orange, California |

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# ALDANA TRIES TRIUMPH--TRIUMPHANTLY

GARDENA, CALIF., Oct. 9, 1970 — The usual opening night jitters seemed to come on the final night under the lights for the professional half-milers. If anything, the track was too fast for the many riders that have been racing at least once a week all over the nation for the past seven or eight months.

For the first time ever the trophy dash was made up of riders who ALL timed in the select 22 second bracket. Even the first alternate clocked a whizzing twenty two — and still did not make the dash lineup.

Jody Nicholas cut the fastest time trial lap of the year before defeating his teammate, Paul Conserriere in the heat race. Dave Aldana, showing up on a Triumph for the first time, had to come from behind to top Yamaha mounted Dan Haaby who has been out with a tweaked ankle for the past month. Mel Lacher outlasted Tom Rockwood in the third and final heat race.

Nicholas nipped Aldana at the finish line in a close one for the trophy dash win. John Hateley was third with Lacher running fourth. The weekly battle of the Nortons vs. the Triumphs found Norton still holding at intermission time.

Time trials started the fast ball rolling and it continued to get faster with Hateley missing a new amateur heat race record by 1/100th of a second as he topped Oklahoma winner Don Emde.

The Novice final had Kenny Roberts trying too hard to overtake Gary Scott. Roberts nearly took the wall on the first lap and then came around on the second to smack the boards full bore.

His machine bounced towards the middle of the track and fast improving Larry Stiles hit it dead center. Stiles vaulted high in the air and did an end over end in front of the stands. Surprisingly enough, both riders later walked to their respective pit spots.

The Experts got their fair share of action when first Frank Gillespie tried a long run at the corner that sent dirt over the wall and fearless Frank nearly through it. He finally brought it back into the groove.

Then Tom Rockwood got into one of his rare moments of trouble. The Ascot point leader did an end over end in the final going on the backstretch. Tommy jumped up and was over the wall before the black flag came out but the machine was bent from end to end and out of action.

Scott went on to win the Novice final after the re-start. The win again brought the Novice point battle down tight and the overall point winner will not be decided until the final race. Loyal Penn, the 250 winner the previous two weeks, could pull no better than third, behind Earl Barker.

Hateley again won the Amateur final with Emde again running second. Terry Dorsch was third with Chuck Hart running in for fourth place in the ten lap yellow plate final.

Now a few words about the Expert final. After the Rockwood flip, the riders were brought back for a single file re-start with Nicholas up front. Flying re-starts are supposed to find the leader bringing the riders around at a slow to moderate speed with a quick twist of the throttle AFTER the leader hits the starting line.

All riders were advised of this prior to the restart. Yet here came Jody at full throttle and far too fast over the official order. The starter, who has had more downs than ups this season, dropped the flag, with Nicholas and Aldana holding a big early lead.

The two were to battle all the way with some not so funny happenings. Jody held the lead the first five laps. Then Aldana took over for the next seven rounds. Along the way Aldana caught Jody Nichols when his Norton crashed into the back straightaway wall so hard he bounced off and flew all the way into the infield!

Back he came to again catch Aldana, or was Dave trying for two? At any rate Jody led as the riders started the final lap. Then Aldana took the lead away to go on for his second Ascot Main Event win of the year.

While the action was hot and controversial up front, Mel Lacher and his Norton supplied his own type in the early laps. Twice he tried to corner without shutting the throttle off. The manuever nearly sent him straight through the boards. A cooler head and looser throttle hand eventually gave him a 7th place in the action.

Mark Brelsford returned from the Oklahoma National win to win the semi and then take a distant third in the action packed final.

One more half mile will be run at Ascot this season. The date will be announced in the near future. It will give all of the top guns a chance to cool down and get their equipment ready for one more assault.

(Results on page 22)


We have three American riders in America's motocross classics.

We think they're the best in the country.

John DeSoto and Brad Lackey will ride the Inter-Am Series. John got off to a flying start at Elkhorn, taking the top American spot.
Jim Wilson, the newest member of the C-Z team, will ride the Trans-AMA.

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# Ascot Finale To Brelsford

By Maureen Lee

GARDENA, CALIF., Oct. 10, 1970 — The last TT of the season turned into a run-away for Mark Brelsford. There was just no catching that hot Harley of his. He had the pole for his heat race, took the lead and Skip Van Leeuwen (Tri) just couldn't catch up to him. It was the fastest heat of the two Expert qualifying races. Eddie Mulder won the other and it looked like it might be his lucky night as his machine was running perfectly.

The Trophy Dash was an all Expert affair, with Mulder getting one of his famous fast starts and Brelsford right on his heels. Mike Haney (Tri) fell off and Brelsford waited until they got to the left-hander onto the back straight and then just ducked under Mulder and it was adios. Mulder let it all out but you could see the sheer speed of the Harley was greater. Van Leeuwen came in for third.

There was a re-start of the main after a couple of the guys tangled and Van Leeuwen popped into the lead with Brelsford second, Mulder third, and coming on very strong, Haney. Brelsford got by Van Leeuwen and then Mulder nailed him. Haney fell off again on the turn after the jump but got it up and running again to finish in sixth place, behind Larry Wilburn and Tom Rockwood. After the early passing took place, you could say that race turned into a procession which can get pretty boring to watch.

John Hateley was the Amateur winner after winning his heat although he had to work for it a bit to get around Tom Clark in the heat. Don Emde on a BSA was second followed in by Stu Posey and Sany Armstrong, both on Triumphs. As with the Experts, this main also developed into quite a procession.

The Novices provided the crowd with some of the tightest racing. Montesa mounted Ken Roberts and arch rival Gary Scott on his Bultaco both won their respective heats with Roberts' time being the best. Northern California rider Matt Falconer on a Bul took the third one.

The semi got pretty exciting as usual with Ray Vanderpool just flat sailing to win it, with Sal Peluso and Ron Moore being the other two riders to transfer to the main. Roberts won the main, getting a pretty good edge over Scott and Chuck Gann.

Saturday's action finished the flat-track and TT action for a while but according to Ascot's Stu Peters a general up-grading of more diversified racing will be upcoming, including events when cars and motorcycles will be running on the same day so that fans can get a look at what each half of the racing world is doing at the same time.

(Results on page 22)

# FERRO CHECKERS AT CHASE

PARKER, ARIZ., Oct. 10, 1970 – Bob Ferro muscled a bedraggled looking Triumph TR-6 across 190 miles of California desert today in an incredible four hours flat, winning the annual Check Chase and beating second place finisher Bruce Dunford, to the Checker's M.C. checkered flag by more than 12 minutes.

Several hundred riders were on hand for the event, which started in Joshua Tree, Calif. and paralleled Hwy. 62 all the way to the Arizona border and across the Colorado River. Ferro grabbed a lead in the early stages of the race, when the initial leader, J.N. Roberts, was forced out with ignition problems.

A very large post entry, caused the sponsoring club some pre-race problems, but, amazingly, the scheduled 9 a.m. banner start was right on time. The only start-line foul up occurred when a number of Trail bikers apparently mis-understood the instructions and took off with the Big Boys.

Ferro, a 23 year old Filtron Products Inc. employee, said he had "no real problems" with the course, and estimated that at times he was traveling at more than 100 mph. "The only trouble I had was in staying on the course and occasionally dodging a rock," he said. But apparently he didn't have too much trouble, as he averaged around 49 mph across the sandy desert, amply sprinkled with long, straight dirt roads. And the course was evidently well marked, if you are to believe the general rider concensus.

At the end of the race, riders and crews got a chance to relax beside the Colorado River.

Bob Ferro, won the race only because he wanted to park his TR-6 in front of Rum Runners and go in to get a class of milk.

Checker's M.C. secretary, Skip Barth, called the race "an act of God", not seeming to believe that his club could throw such a fun, interesting and successful event. "It was completely out of control". Bartha said, "But somehow, we swooped it." And, indeed, they did.

Bartha added that the collection for the U.S. Marine Corps, "Toys For Tots" program was a huge success, with the Checkers and the Corps being more than pleased with the generous donations.

There were four gas stops and an alternate along the course, and literally hundreds of people waited at each check, gas on ready and binoculars scanning the horizon, looking for their rider or riders. At one club's pit, at the second check, a young lady would query each club member when they were filling up with gas and Gatorade, "What are you doing so far up front?" And then as they'd leave, "Well, hang in there." And her string of Bronson's would take off again to tackle the sagebrush.

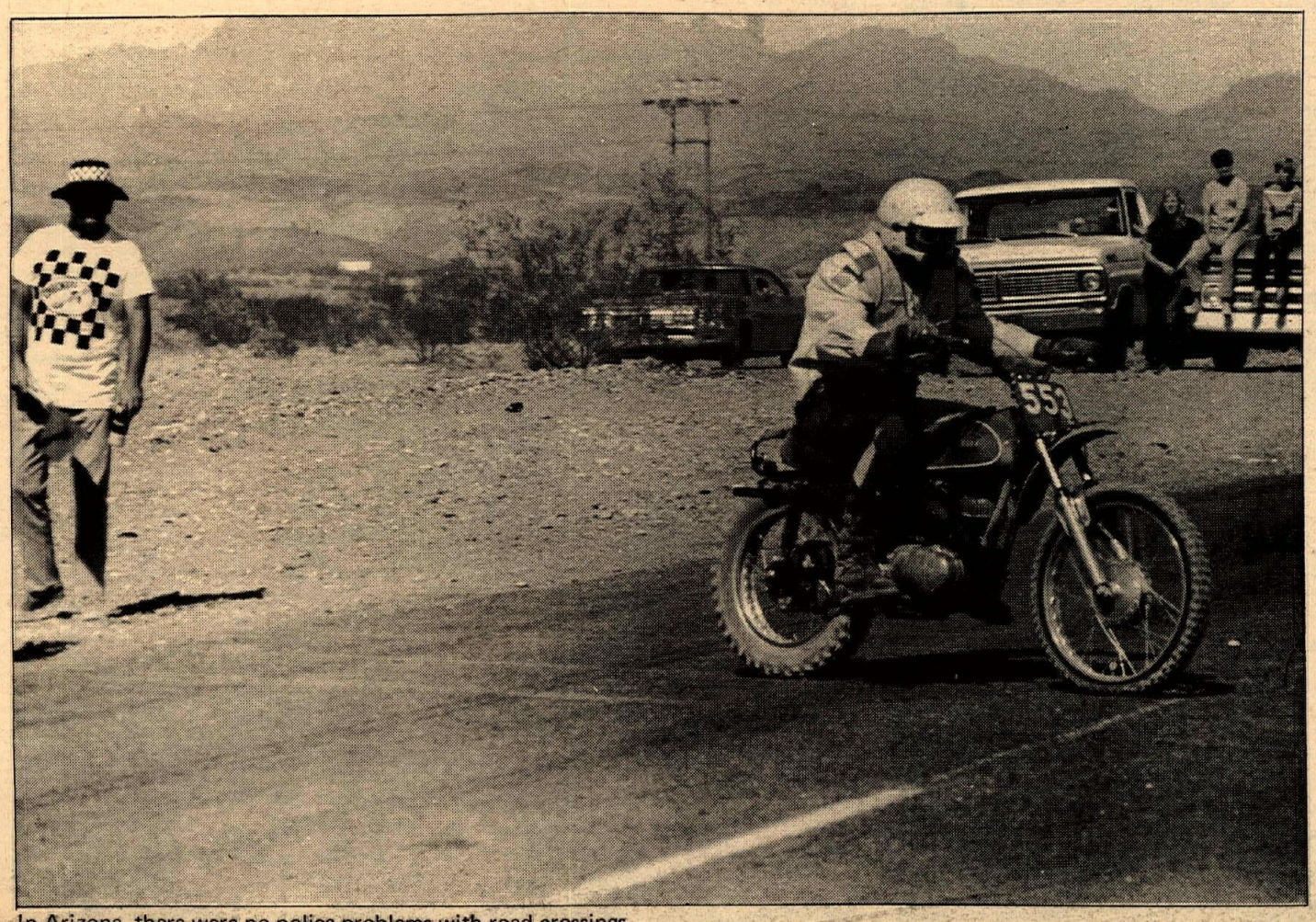
Mitch Mayes, aboard a Harley Baja 100, took Trail Bike Honors, while a yet-to-be-named 250cc Novice finished eighth overall (Complete results will be available as soon as the Checkers get off of their much deserved pink cloud).

One of the reported highlights of the race occurred shortly after the third gas check, with the first 40 or so riders being treated to a boy-girl "Naked Check" (She topless, he totally nude). According to one report, Ferro lost 40 seconds at that point.

But festivities didn't stop with the final wave of the checkered flag. The race ended on the Colorado River at a place called Rum Runners, where booze, music and bench racing flows as freely as the waters of the river. And flow they did, for the next 36 or so hours.

A few years ago, Ferro was a regular Hare and Hounder. But he's recently turned his interests to four-wheeled, off-road vehicles and is entered in the forthcoming Mexican 1000.

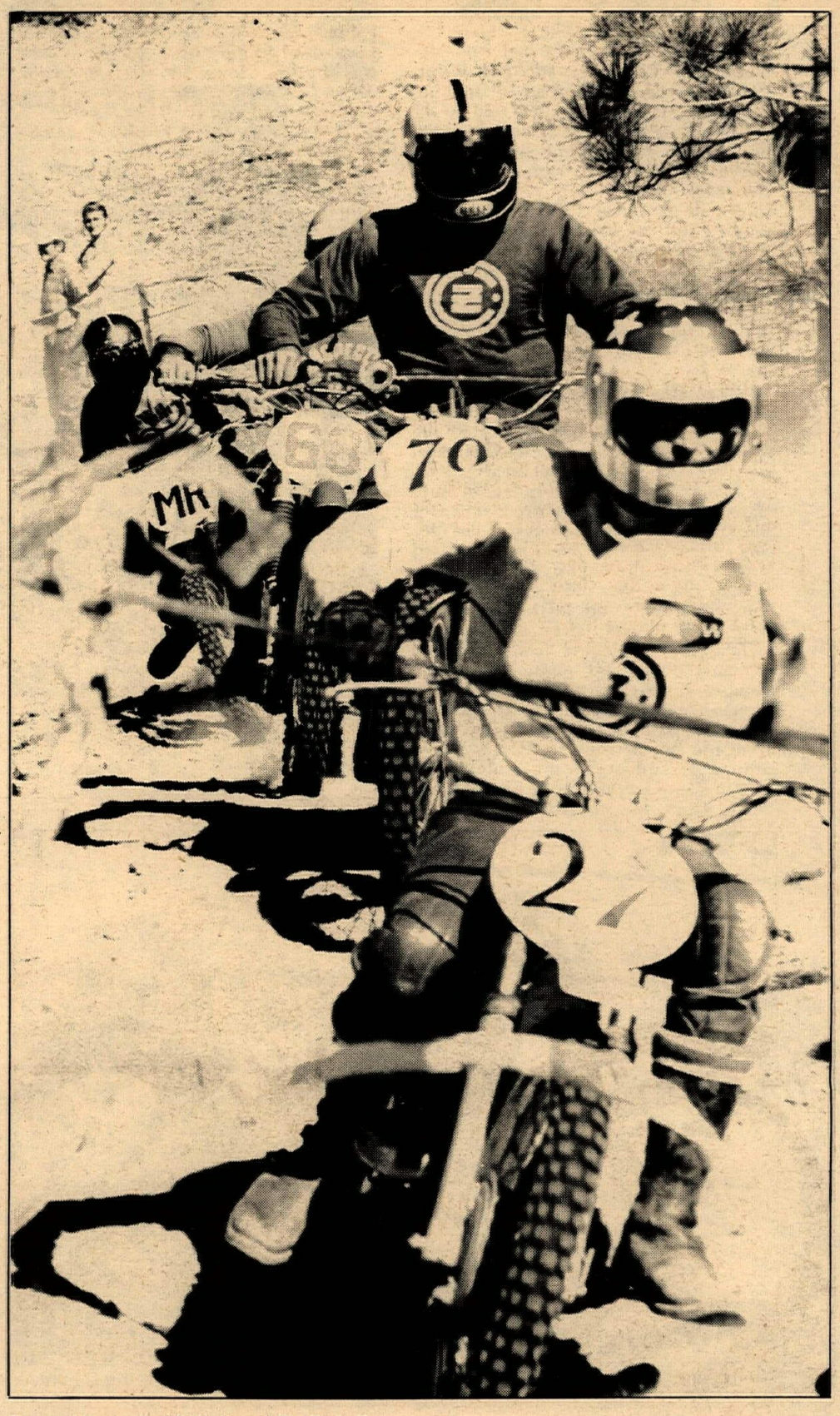
Bartha said he wanted to thank everybody for "putting up with the hassle and helping us swoop it." You're welcome, Skip.



In Arizona, there were no police problems with road crossings.

# BIG BEAR MX: BIG

Picturesque scenery was one strong point.




Some riders called it "a long hill climb."

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October 4th . . . . Elkhorn
at Elkhorn, Wisconsin
October 11th . . . Pepperell
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October 18th . . . Mid-States
at Honda Hills, Linnville, Ohio
October 25th . . . Dixie
at Atlanta, Georgia
October 25th . . . Mid-West
at Tulsa, Oklahoma
October 30th . . . Ascot
at Gardena, California
November 1st . . . Los Angeles Grand Prix
at Los Angeles, California
November 8th . . . Rocky Mountain
at Lafayette, Colorado
November 8th . . . Sacramento
at Sacramento, California
November 15th . . Texas
at Houston, Texas
November 15th . . Phoenix
at Phoenix, Arizona
November 22nd . . Hawaii
at Honolulu, Hawaii
November 22nd . . Oregon
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November 29th . . San Francisco
at Livermore, Calif.
December 6th . . . Saddleback
at Orange, California

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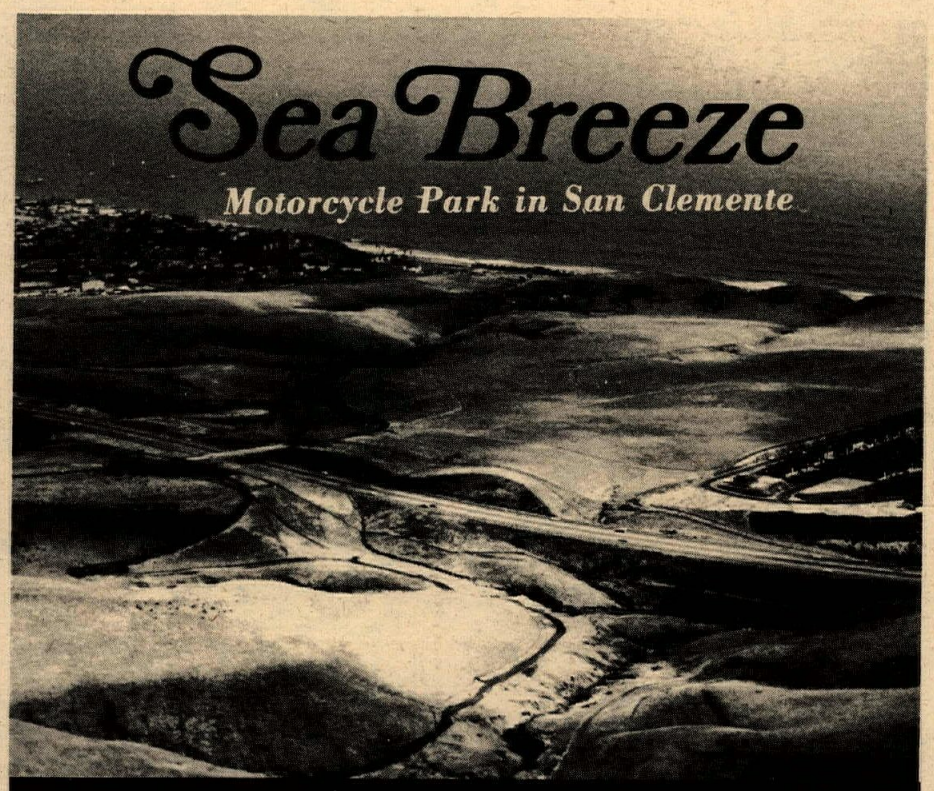


Open Tues., Wed., Sat., Sun., & holidays. 9:00 AM until Dusk. Sat., Sun. & holidays: Open 8:00 AM Practice racing every Sat. & Sun. at 11:00 AM & 2:00 PM' Admission: $2 per bike, $1 per mini bike, 50¢ per person. Directions: San Diego Freeway to Pico turnoff towards the ocean. Sea Breeze, San Clemente. Information: (714) 492-3717.

# BLAST OR BIG BOMB?

BIG BEAR LAKE, CALIF., Oct. 11, 1970 — If another rider had come to Magic Mountain last Sunday, he might have been one too many. They all came up out of the traffic, noise, and foul air of the city to enjoy the traffic, noise, and clean air of Bob Bailey's First Annual Big Bear Motocross.

Several riders openly griped about the smallness of the track, particularly pointing out the lack of a single jump, the large and jagged rocks, and the poor starting procedure in which creepers were not peanlized. Some kept their ill-feelings quiet. Many riders, in fact, didn't compete even though they had signed up. Others, however, favored the course.

Jim West and Mark Blackwell did seem to be quite happy all day. West on an AJS, had won the first moto while leading a pack of 500 Seniors and Intermediates that seemed to stay lumped together, like Boy Scouts in a dark cave. Their next race was a bit different. Blackwell had taken a huge lead over everyone except West, who kept a huge lead over Blackwell. It wasn't until the third round when Blackwell finally got out in front for good. West played it cool and finished behind Blackwell although he would have loved to have beat him. West was the big winner and Blackwell took second. Third for the day was Jackie Kell, who rode a nifty Rickman-BSA.

A 250 Senior, Jim Fishback, was the big winner after taking the first and last motos. The only person to beat him all day was Bob Messer, who seemed to be falling down a lot in the other two races. Danny Hockie was hot on Fishback's tail most of the time. However, he started the last moto by laying his bike down. It looked as if he stood no chance by the time he got started, but squelched all rumors as he began moving through the pack. Hockie's impressive effort earned him a fourth in the race and a second overall.

Donnie Emler and Gary Jones, 125 Seniors, are a couple of talented dudes who fought three good ones. Emler won the first and last contest but Jones did not want to make that job very easy. Both riders finished each race within seconds of each other but nearly a lap ahead of the rest of the competition.

Because Bailey's motocross was considerably different than the Saddleback-Bay Mare-type circuits, the

*(Please turn to pg. 27)*

Try as he might, all Mark Blackwell could do was take second.

Jim West — a big winner.

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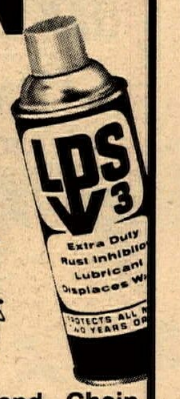
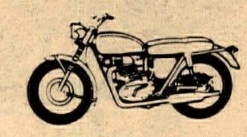



Stays on—
And on—And on—



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each night

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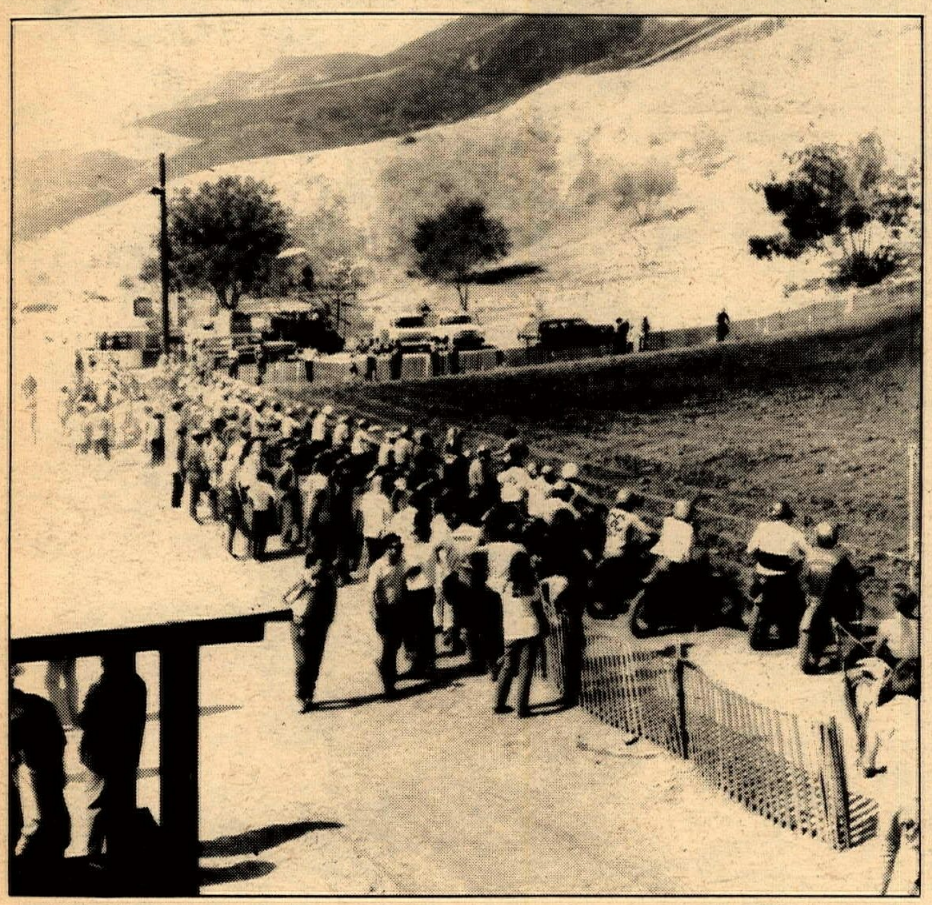
# Rice, Payne Head Bay Mare Show

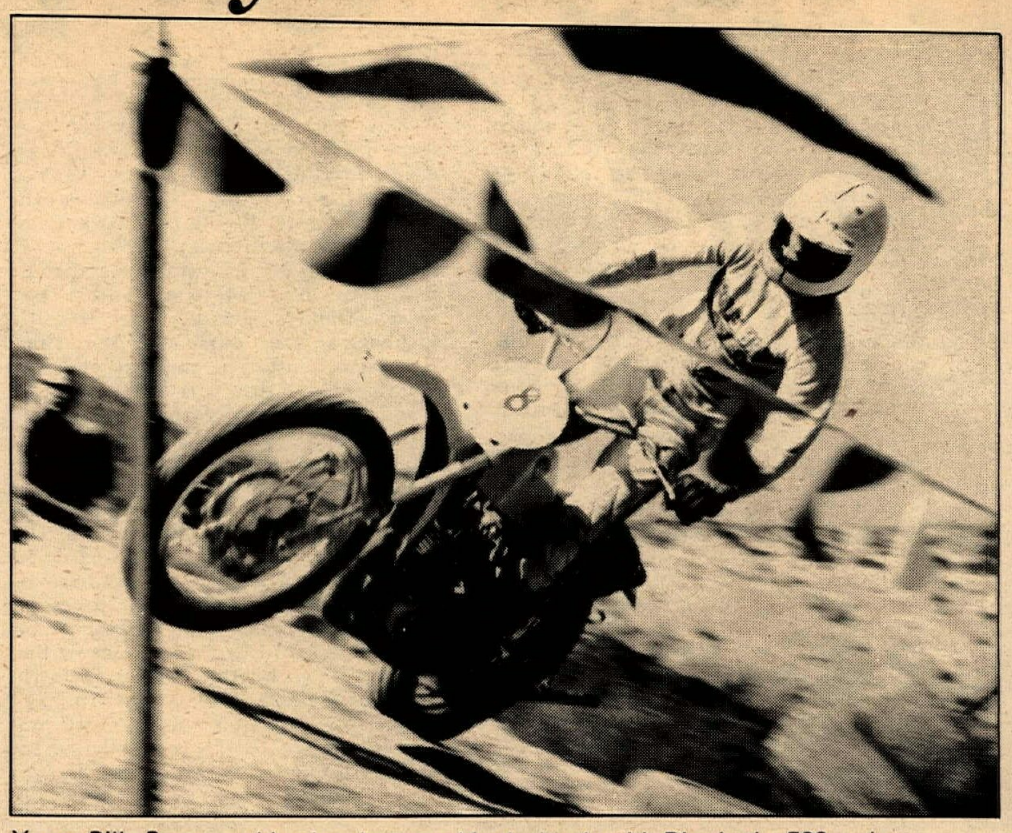
BAY MARE, CALIF., Oct. 11, 1970 – John Rice, and 17-year-old Bill Payne put on a show in the 500 Expert class with Rice taking the win, both on Maicos. Al Wurtzel, C.Z. mounted, and Larry Shoemaker (Yam) were the class in the 250 Expert go and Tom Zahnter, on a Hodaka, and Jeff Wright (Ric) battled it out for the 125cc Expert gold.

The track was well prepared, newly graded and watered down, ready for the first races of the day, three divisions of 125cc Novices. Near as we could tell, Jeff Wecker, No. 766 won the first division on a Rickman. This kid showed great class and will do well as an Expert. Dave Kredell (Sac) took the second division after passing Andy Lopez in both motos. Cliff White came up from back of the pack in both motos to take the third division.

The 125 Experts were up next. Wright took the lead in the first moto on his Rickman, but Tom Zahnter, Hodaka mounted with a huge 32mm carb, was able to work his way by him on the third lap to take first place. Also, Zahnter was able to take first in the second moto and Wright again took second. These two were way out in front of the balance of the pack.



It was a beautiful day for racing at Bay Mare.



Young Billy Payne could only take second in the battle with Rice in the 500cc class.

The 250 Novices also had three divisions, with 34 riders in each. Nate Sciacqua on a Yamaha took the first division with a good ride. Gary Dranow on a Montesa gave his fans a thrill by taking the second, and Mike Hauss charged ahead to take the third division on his hot A.J.S.

Al Wurtzel in the 250 Expert class had a clean first moto going from flag to flag in the lead, but in the second moto had a little trouble lapping a last place rider, which gave Larry Shoemaker on a Yamaha a chance to catch up. Then, Shoemaker got around the last place rider and pushed Wurtzel so hard he went down and Shoemaker won the second moto. Wurtzel had enough points to take the day. Shoemaker was second in the 250 Expert class.

One of the best rides of the day was put on by the winner of the 500 Novice class, Bob Archer. To quote the announcer, "Archer has some kind of nerve," as he charged over the hill after the start in front of that wild pack of fast bikes. Archer rode a Maico for Conejo Honda. Mike Rinno took second for the day on a Husky.

John Rice put on a good show in the 500 Expert class, but Bill Payne almost stole it from him in both motos. They went wheel to wheel in the first go with Rice taking the checkered first, but on the second moto they switched first place at least 10 times. On the last lap, Payne took the lead going up the start hill and Rice got it coming around on the outside on the next down grade turn. Payne tried to put his front wheel inside on a turn in the back section and went down, Rice turned his head to see if he was OK and Payne got straight and came charging back to catch up with Rice who had slowed down for the look-see and then came over the finish line wheel to wheel with Rice taking the nod. Payne was second and both put on a great show on their Maicos to finish a good day of racing.

(Results on page 22)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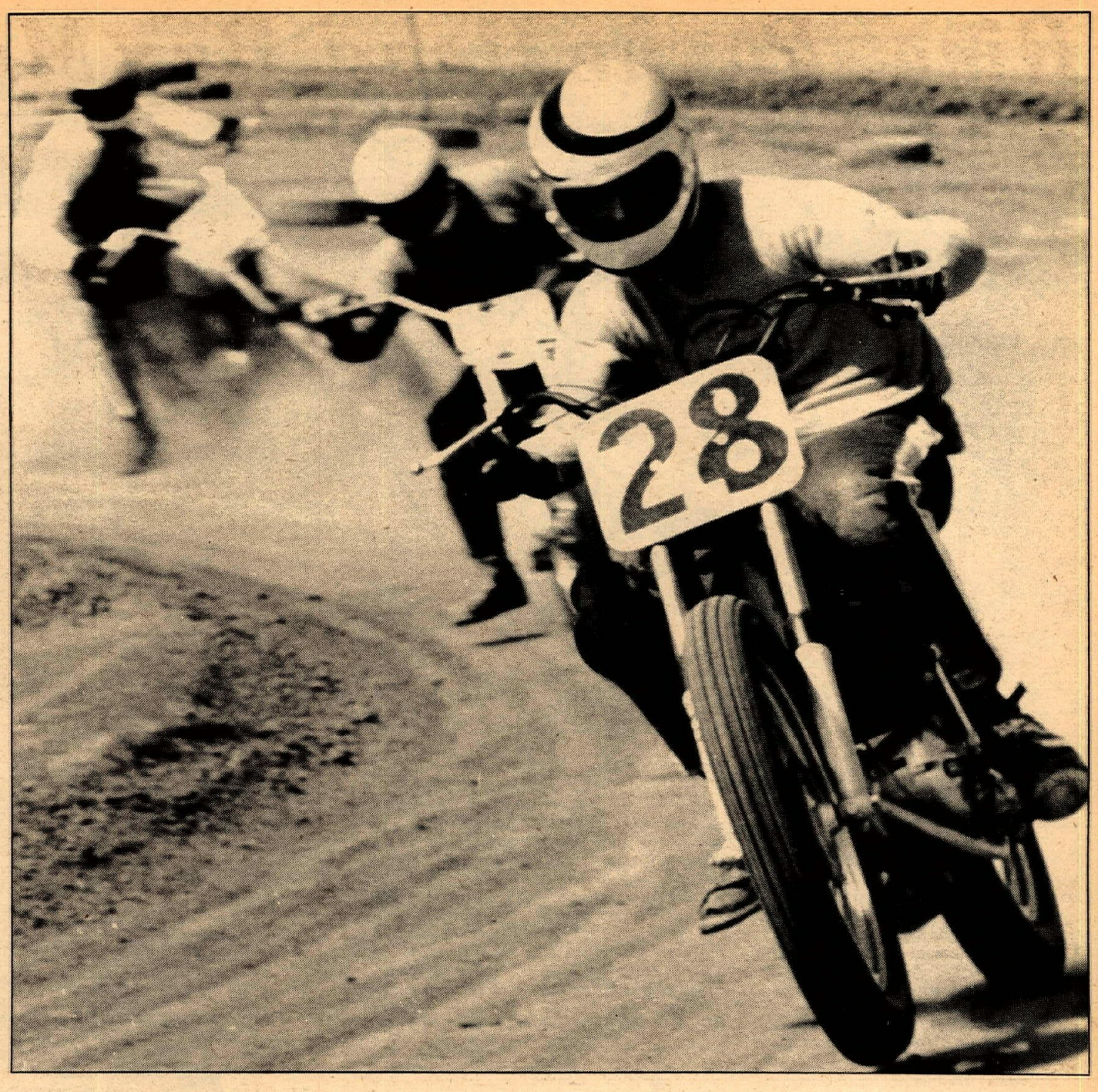
# Crowds Out, Action 'In' With HBCP

By Gary Schmythe




HUNTINGTON BEACH, CALIF., Oct. 11, 1970 — With a very large turnout of riders and an equally large crowd H.R.A. got their first meeting of October under way. It was one of those near perfect days for racing, very little wind, bright blue sky, and temperature in the mid-70's. The race track seemed to be in very good condition and fast.

"Gentle Ben" dropped the starter's flag at 11:45 to get the day's action under way. There were some hotly contested heats run. You could have covered the front runners, D. Briggs and Doug Westly in the 100 Novice with a good-sized beach towel. Both were Kawasaki mounted.

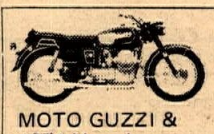
Tom White showed up on a brand new Bultaco 250. It was tuned to the teeth, really strong and had a good gutty sound. White got off the line in fine fashion and seemed to make his groove as he went on to take top honors in the 250 Expert class.

Bryan Farnsworth, not to be denied his share of the day's honors, pulled out all stops and picked up three wins in the Open-Expert heats.

When the starter's flag dropped on the Open-Expert Main, Ike Mizen (Tri) grabbed the lead while team-mate T. Moriarty(Tri) took over the second spot. Bryan Farnsworth got boxed in and was running well back in the pack (seventh), but by the time the checkered flag was waved, Farnsworth was running third and still charging hard but he ran out of time and laps.

There were no bad spills, which is the way we like to see it. A day of some good hard racing, good clean sport was enjoyed by all.

(Results on page 22)

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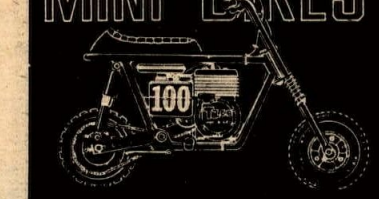

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Oct. 1, 1970 Cycle News Report:
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Around the turn it was M. Hoffman in the lead of the 125cc Ex-Int. followed by class winner Jim Beauchamp (126) on the outside. J. Boldt (66) finished fourth overall, two slots behind J. Rossi (BN) and one behind M. Davis (456).

# CMC

By Ron Szilagyi

CARLSBAD, CALIF., Oct. 4, 1970 — The average age at a motocross must be quite low, judging by the large turnout of 125 and 250 Jrs. Racing is expensive. Money is needed to replace parts, for gas, transportation, entry fees, and clothing, to mention only a few of the expenses. Some of the young riders are lucky enough to be sponsored. For the others the CMC has a plan. They have approached some local dealers, (and plan to talk to others,) and have acquired a discount for the riders, which will be granted upon presentation of a CMC competition card. This discount will cover everything from motorcycles to parts and accessories. Formal lists will be mailed to members.

With smog and fog left behind, the riders looked forward to some dust. The 500 Expert-Intermediates made the loudest roar. Mike Cran (Maico) made a valiant effort to hold back Pat DeBenedetti (Maico) and Gary Harris (Husky). Pat set a terribly fast pace but Gary was right on his rear wheel waiting for a mistake. Around they went, far ahead at the rest, and then Gary spun out. Gary was up in a flash but Pat was gone.

The second moto found Pat leading off the line, but a close second was Bill Clements on a Husky. Gary and Mike were 3rd and 4th. Bill pushed Pat lap after lap and finally found a hole. Once in the lead, Bill widened the gap to a win. Pat was a comfortable second and third was Gary Harris.

Pat again took the lead in the final 500 Sr. moto needing only a third to win overall. Gary Harris (Husky) soon took over the lead, Pat easing off a bit. Mike Cram (Maico) held Bill Clements (Husky) at bay long enough to put him back out of contention. But Bill did manage to catch Pat before the end, but was unable to pass.

Bill Clements was far from through.

Pat DeBenedetti, 500 Expert winner.


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Billy Clements and his trusty Husky

# Takes Giant Step

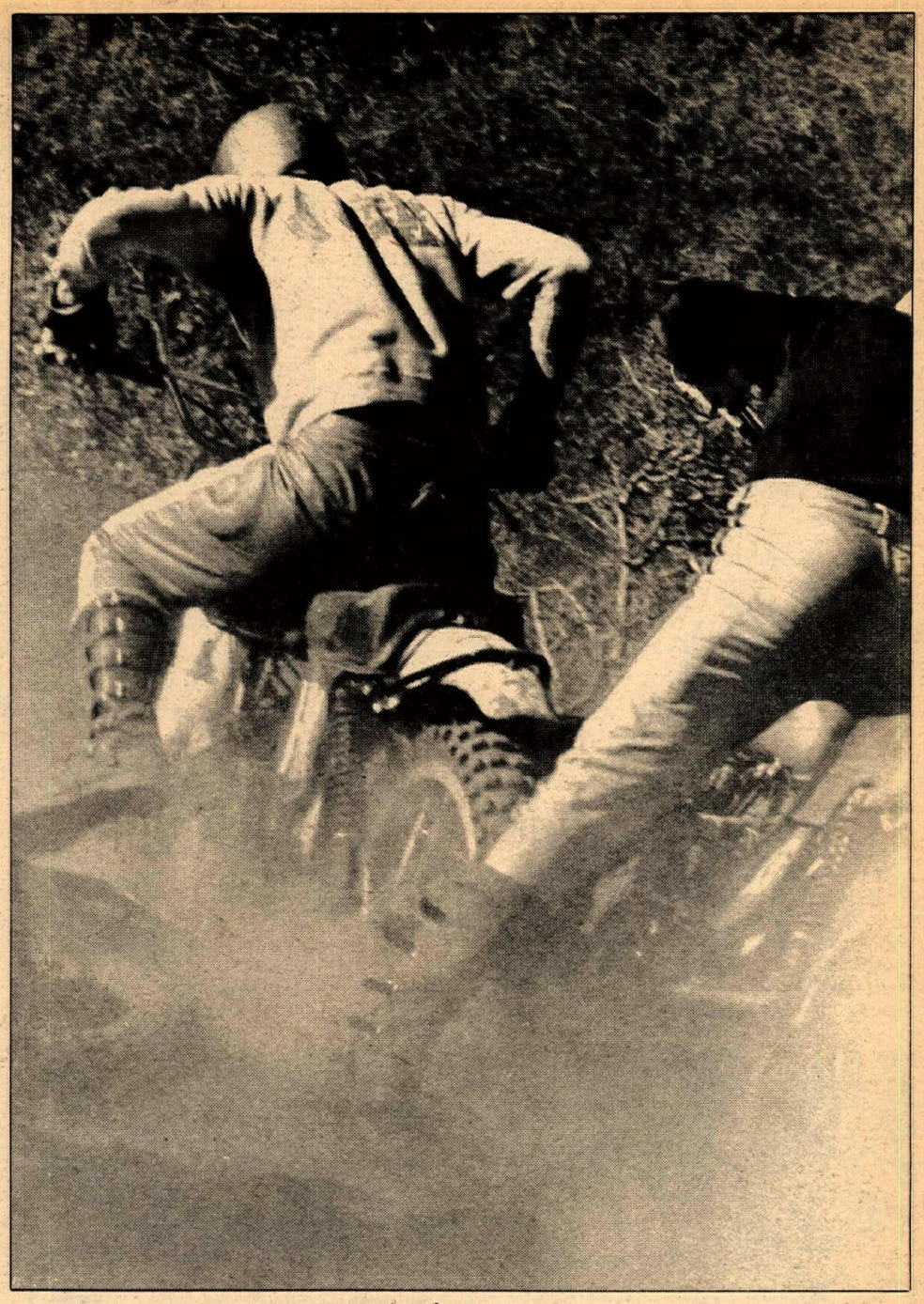
He came back in the 250 Sr. class to easily win the first two but was 5th off the line in the final round. In this last moto, (the 6th race for Bill), Martin Tripes was in the lead and couldn't do anything wrong. Bill used the last of his strength getting around John Rubcic (CZ) and Jerry Willman (CZ) so when he moved behind Martin he settled for second in the moto and first overall.

Jim Beauchamp (Sachs) had a hard fought race in the 125 Expert from start to finish. John Rossi (Yam) and Jim Boldt gave Jim Beauchamp more than a run for his money. Jim Boldt was amazing on his Honda, for in the final moto he lead the pack edging Jim Beauchamp out, until a steep long up hill gave the Sachs an advantage. Martin Davis (Bul) battled with Boldt and soon slipped by. Boldt was 3rd Intermediate on his Honda.

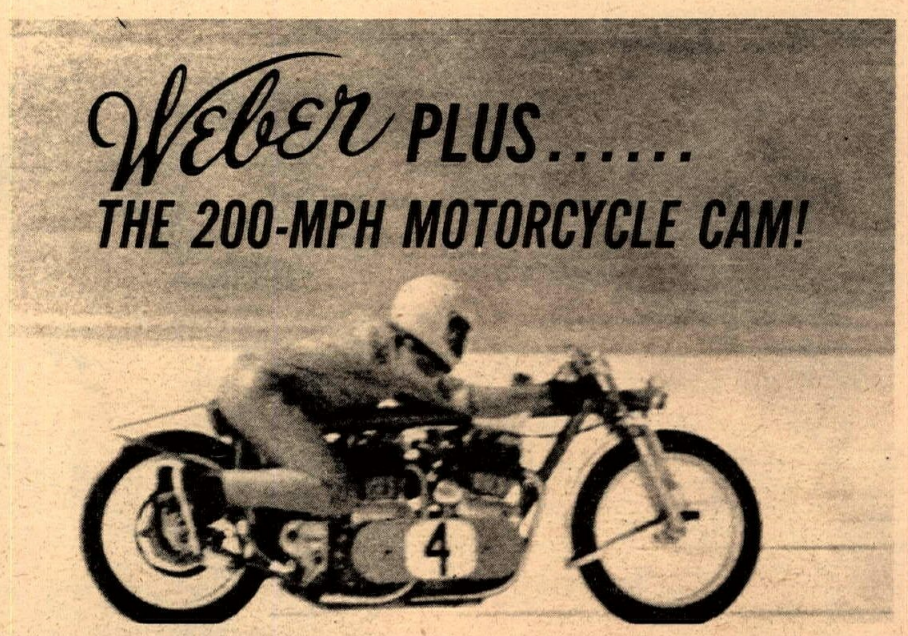
Bob Rowe (Hod) won the first 100cc moto. The second round was a bit messy. Bob went down. Bob was fourth off the line and pressing hard. It was either a win or die trying. He worked his way to second and behind Mike Slaton (Bul) and wicked it on. The inevitable happened and he dropped to 8th and a 5th overall. Mike took a first overall.

Tom Darrah (Husky) won all three of his 500 Jr. motos.

(Results on page 22)



A downed bike made the course rough going.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# SMITH GRABS FEATURED P

By Andy Whipple

LA RUE, OHIO, Oct. 11, 1970 – The Trans-AMA series was inaugurated here Sunday, with BSA factory rider and former world motocross champion, Jeff Smith parlaying two heat victories into an overall Main Event win, while California CZ rider, Brad Lackey – who for some reason was relegated to the ranks of the Support class – took a relatively easy win in his heat and the Support Main.

AMA's first try at championship motocross actually started at a press conference held the night before at the Holiday Inn in nearby Marion. After brief speeches by AMA News Director, Ed Youngblood and Executive Director, Russ March, the soon-to-be-victorious BSA team was introduced by the company's racing head, Pete Coleman. The program ended much too early, apparently to allow the participants a chance to rest before the Big Day.

The program of heats and feature races proved to be a viable one Sunday, as the well-oiled AMA flagging, starting and scoring machinery ran off the day's events quite efficiently. All racing was finished by 5 p.m.

The scratch heats – used to determine riders in the Support Class feature event – started the day's racing, with Lackey astounding the crowd by recovering from a first turn center punch, and coming from next to last place to win the first heat. Ron Stockman, another northern Californian, also won his heat race.

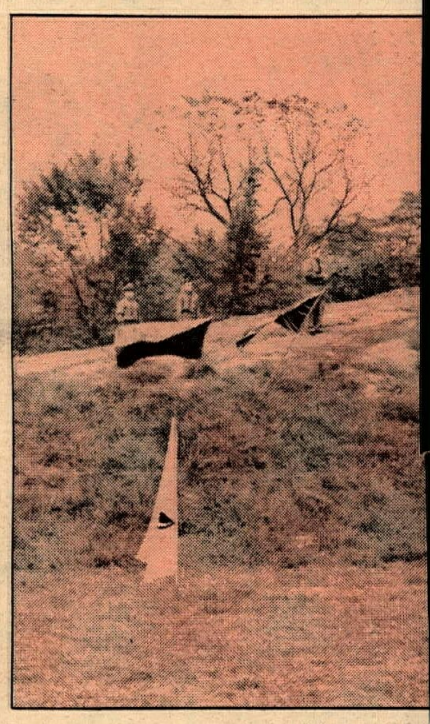
Jeff Smith leads fellow BSA rider over jump.

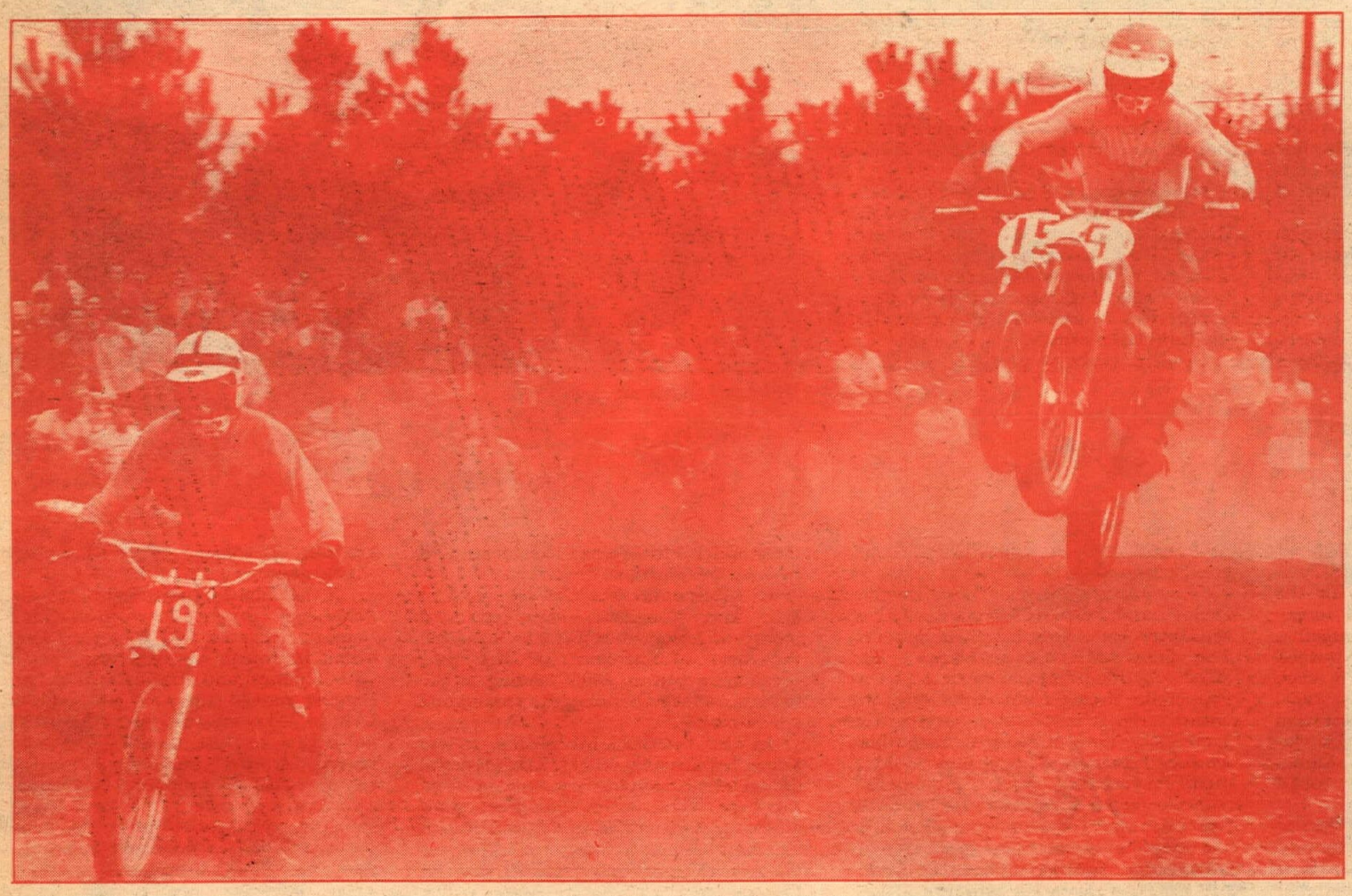
Jeff Smith

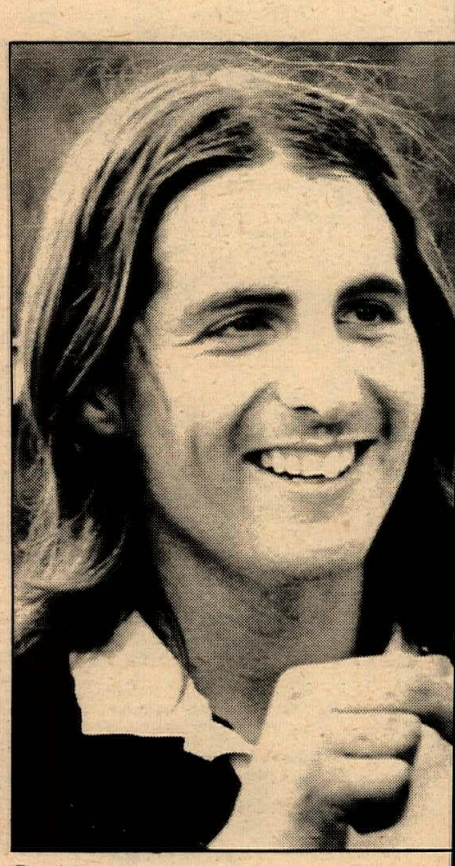
The first of the two 30 minute Main Event motos started with a multiple pile up in the first turn, a result of track layout more than anything else. Gunnar Lindstrom was most seriously affected by the spill, as he remounted and spent the entire 30 minutes playing catch-up. He did, in fact, finally pass leader Jeff Smith, but he was penalized one position for jumping the gun, giving Smith the win.

Bultaco rider, Tom Rapp collapsed his forks in the first heat, and American BSA rider, Charles Minert ran into him. Both riders were out, Rapp for the day, Minert for the rest of the heat. Another BSA factory rider, Keith Hickman, led most of the first moto, but retired with a broken chain, shortly after Lindstrom had passed him. American rider, Sonny DeFeo, led the first heat briefly, before being sidelined with a broken wheel.

The 30 minute Support Feature was then run, while scoring hassles were being straightened out from the first Main heat. Lackey and Stockman put on an incredible display of casual

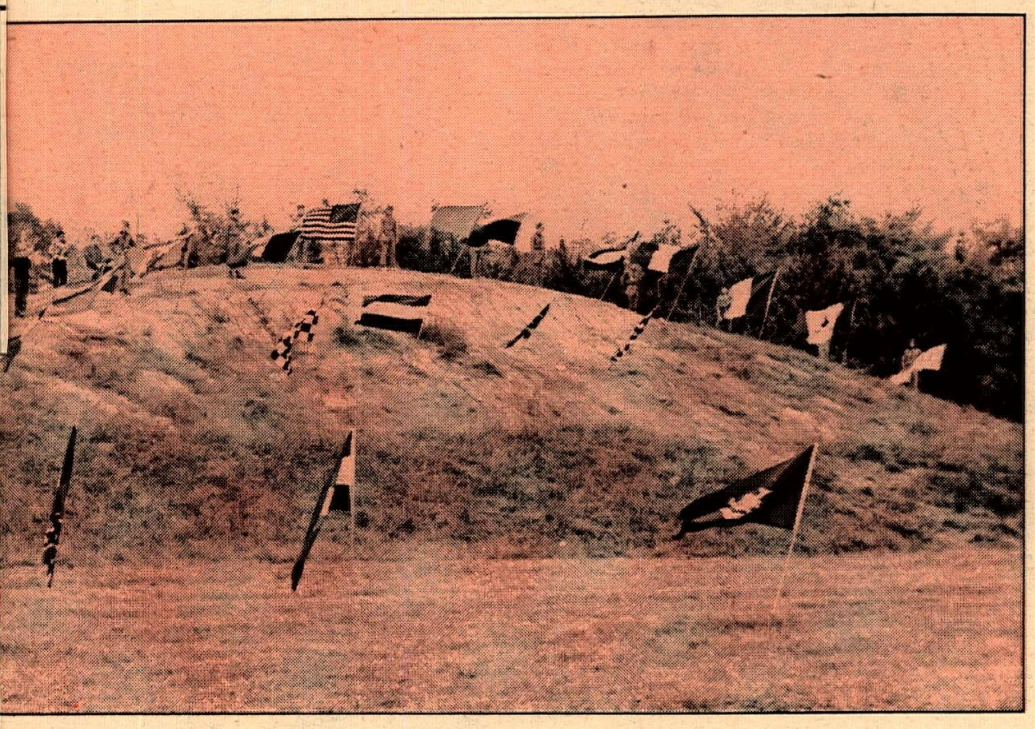






Brad Lackey

# AIR IN TRANS-AMA DEBUT

Lackey apparently has the line at the start of the support class.



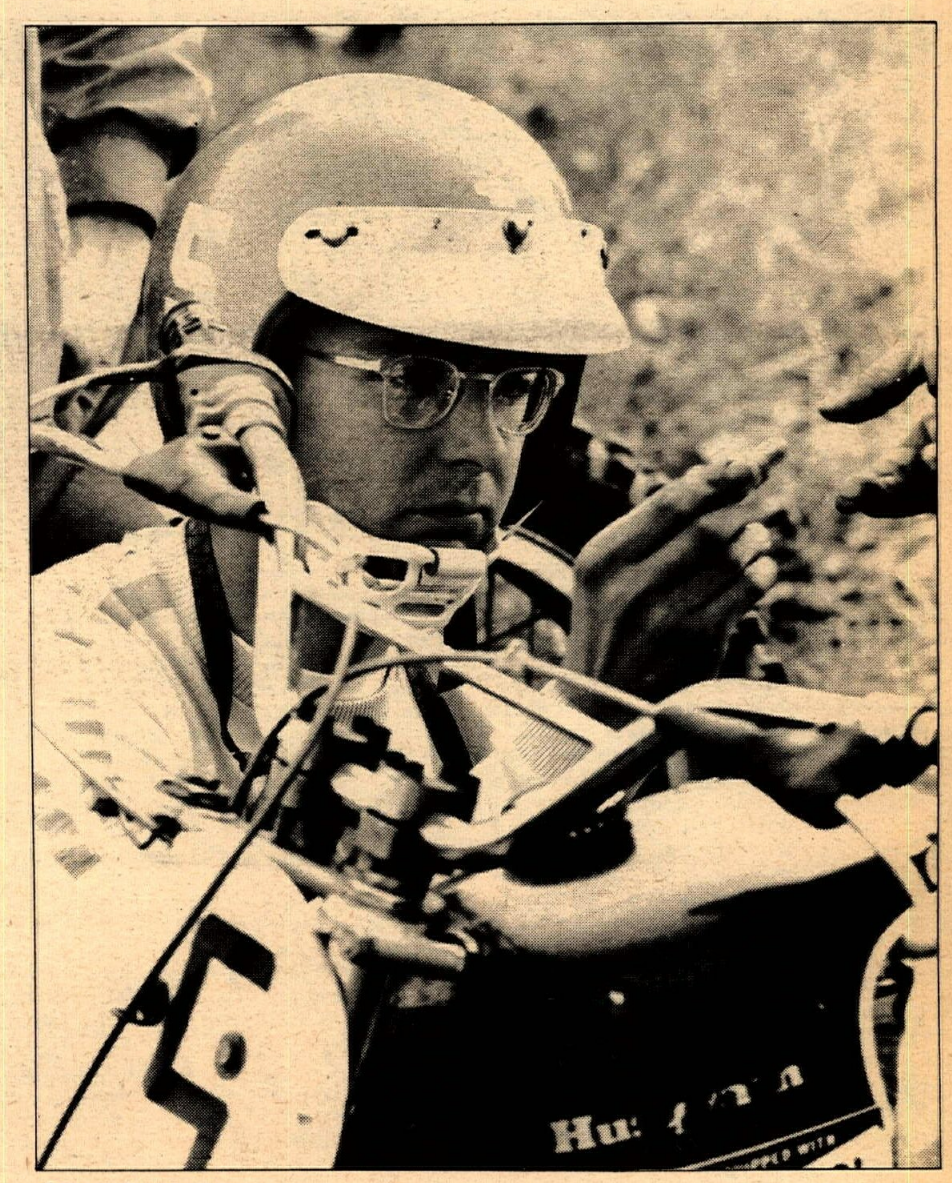
control that infuriated some of the riders, but had the spectators rolling with laughter. The pair rode together and quite literally cruised along through the moto, so thoroughly did they outclass the field. The two CZ riders attempted to cross the finish line simultaneously, but the AMA scorers decided that Lackey was a few inches ahead of his partner.

In the last race of the day, Jeff Smith demonstrated the English way of winning motocross. His style was completely free of the mid-air crossups and wheelies that characterize his American and European counterparts. Smith is extremely efficient and never appears to be going fast. Lindstrom, Defeo and Bob Thompson made very earnest efforts to catch Smith, but it was not to be done.

Smith remarked in the winner's circle that he was "Quite tired", but that was all.

Ossa mounted, Bob Thompson, was first American, finishing fifth overall. Thompson now has 535 points toward the AMA motocross championship, followed by Jimmy Weinert and Brian Kenny with 520 points apiece. Brad Lackey was awarded 400 points for his Support class victory.

(Results on page 22)



Gunner Lindstrom

# KRING, ABERG ONE-TWO AT PEPPERELL

By John Waaser

PEPPERELL, MASS., Oct. 11, 1970 – The weather in New England for the past few days has been unusual to say the least. Mornings have produced a foggy mist which has often not burned off till noon or later, producing even temperatures and soft lighting. Ideal conditions for racing in general and motocross in particular. The track was absolutely free of dust, and competitors found it safer than last year's rocky hazardous track.

Pepperell, until this year the first of the Inter-Am scenes, was relegated to second but retained a full field of Inter-Am competitors. No prominent riders had been injured at Copetown or Elkhorn, so the stage was set for some good action.

U.S. hopes were high, with Higgins, DeSoto and Bettencourt committed to the Inter-Am series by their sponors. The Trans-AMA did not have a bad affect on the Inter-Am entries. Also at Pepperell, though not following the entire series, were Peter Lamppu, Ron Jeckel, the Vincent brothers, and others who had made top positions in local qualifying events.

Police were directing traffic as far as five miles away, cars were parked solidly for two miles and walking persons contributed further to the size of the event. This year's was the largest crowd ever – 12,000 – and they more than filled the new spectator and parking areas around the track.

In the support heats, a large field of U.S. and Canadian riders provided plenty of action. Bob Williams turned in the best performance of the day, breaking a piston while leading in the first moto, then winning the second one convincingly.

In the International Motos, it was Kring, followed by Aberg. Kring is a real crowd pleaser, flying low over most of the track. Ake Jonsson took third on his Maico, and could be the dark horse of the entire series. Behind these three was another Husky-Husky-Maico trio of Hammargren, Hallman, and Willey Bauer. These riders provided a tight grouping of rooster trailers throughout the third moto.

In the final International Moto three Americans fought for top placing – Lamppu, Higgins, and DeSoto. DeSoto began in fourth and was going strong, with Lamppu and Higgins farther back. Higgins moved up and bad luck hit DeSoto – his exhaust pipe cracked and he began to lose power. The crack moved around and the expansion chamber fell off. Exit John DeSoto, and a fine performance. DeSoto and Higgins should provide some real battles in this series, and where they will stand when they get to California is anybody's guess.

(Results on page 22)

# Cycle News North

Phil Ray (4Q) holds slim lead ahead of Sonny Knutson.

## Brelsford Wins Final At Chris Beck Arena

By James Brammer

SANTA ROSA, CALIF., Oct. 3, 1970 – Scott Brelsford won the final sportsman short track race of the season at the Chris Beck Arena.

Brelsford, ran over in a crash in his qualifying heat, qualified in the semi-final for a second row start in the 250cc Expert Final. He won the final over the top sportsman riders in the district.

Allen Kenyon, black plate number 3, was running second in the main on the last corner when he fell. Mike O'Brain came across for second and Ron Davis in third. Fourth spot went to black plate number 1, Jim Foley, who had received a handicapped start, penalized for starting early. The only other black plate in the field, Bill Budde (8) didn't made it to the final. He had been penalized to a handicapped start and reversed direction for starting early in his qualifying heat.

No man won the expert main a second time in the year. Brelsford became the seventh winner in the seventh sportsman short track races held here this year.

Tom Fleming, recently advanced to the Amateur class, became the point champion by winning the 125cc Amateur Final. Up to the final night he had earned all his points in the 125cc Novice class on a 125cc Harley-Davidson. Werner Meesenburg gained enough points in the final race fo finish second by winning the 100cc Novice Final on a Yamaha.

Danny Elrod, though he may not knew it yet, won a Honda "70" Mini Bike, given away in a drawing by the Petaluma Motor Cycle Center. Danny Elrod lives on Ripley Street in Santa Rosa. The North Bay Motorcycle Club was unable to contact him by phone Saturday night to tell him he had won the drawing.

(Results on page 22)

## Willow Creek TT's End

By James W. Shipley

WILLOW CREEK, CALIF., Oct. 3, 1970 – The season's last TT in Willow Creek was presented by the Trinity Trailsters Saturday night. Due to the extra large number of bikes the races which usually get over around 11:00 p.m. lasted till 1:00 a.m. There were many riders from Redding present, a few from Oregon and Bob Bellino and Phil Ray up from the Bay area.

The 250cc Novice class saw 29 bikes entered after three semi-mains. There were still a dozen bikes lined up for the start of the main event which had to be restarted four times because each start found riders going into the fence. At the fourth start two complete sections of the fence were knocked out.

Tim Thrash went on to win but not before he had run over his brother Stan's head during one of the starts that was black-flagged. Stan, who was uninjured, finished fourth.

Dave Jackson was seriously injured during the event and as a result of his mishap was operated on Sunday morning for the removal of his knee cap.

The 650cc Novice event saw Jim Morrison mounted on his brother's Triumph, captured his first two trophies of the year. He won the trophy dash with three hot Triumphs right on his heels till the last lap, when the knobby John Flemming was running in the rear washed out on him. Trying to avoid Flemming, both the other bikes went head on into the wall.

The main also found Morrison out in front but he finished second after being passed by Denny Edwards.

The 650cc Amateur-Expert found plenty of action. In the heats Bellino won over Phil Ray then did it again in the trophy dash. During the main it looked as though Bellino had another win till Phil Ray got around him in the last lap.

Young Brack Zollo took home his first, first-place trophy in the 100cc Novice consolation race.

David Cherry was back for his fourth win in the 500cc class, and Whitey Marx just walked away with first in the 250cc Expert event.

There was only one high point trophy given and it was awarded to Amateur Jay Stradley who just completed his second year of TT racing. Other top contenders for the high point trophy were Pat Richter who needed one more first which he got. But, since Stradley only needed a second which he also got, it went to him. Harvey Crews, who was also in the running, lost out when he was unable to race since his bike is broken down.

Though this race concluded TT racing in this area for the season the action will continue with the start of the mud run.

(Results on page 22)

## Bike Thief Survives Crash

By Arlene Mullin

SAN LUIS OBISPO, CALIF., Oct. 6, 1970 – Michael Scott Ware, 20, survived a crash that sent him catapulting through the air. In fact, he only required a hospital checkup before going to the county jail with police officers who had been chasing him at the time of the accident at 1:10 a.m.

Several hours earlier, the motorcycle on which Ware was riding had been reported stolen. However, officers were attracted by its lack of a muffler, resulting in an unnecessary amount of noise.

The police siren failed to halt Ware, who raced through at least seven red traffic lights, increasing speed up to 90 miles per hour, according to officers. Ware sped over downtown streets, which were rather deserted at that hour of the morning, and onto countryside roads outside town. Eventually, he failed to negotiate a sharp curve on Santa Barbara Road and rammed into a barbed wire fence.

Ware is charged with reckless driving and auto theft. Uri Gottfeld, 21, owner of the cycle, is a California Polytechnic College student.

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VALLEJO, CALIF., Oct. 9, 1970 — Bill Budde joined the very exclusive club of 250cc Expert winners here tonight, completely shutting out the three riders who have owned the class in the previous 10 sportsman TT races. But those three — Jim Foley, John Green, and John Gennair — came back strong in the 500cc Expert final (pictured above). Green (6) led from start followed by Bill Trumbull (30F), Gennai (75T) and Foley. Gennai finally pulled it out and ended the night receiving the season's high-point trophy with 31 points. Reports and photo by James Brammer. (Results on page 22.)

# Northern TT Aces Share Top Honors

By James W. Shipley

REDWOOD ACRES, ORE., Sept. 27, 1970 — The track was in real good shape for the last Redwood Acres TT of the season. The Sunday afternoon race was presented by the Far West Motorcycle Club and drew a large number of spectators as well as many Oregon riders.

High point trophies were awarded to Harvey Crews in the Expert class, Mike Benson in the Amateur class, and Pat Richter in the Novice class. A special trophy was given to the Redwood Ramblers of Arcata for their assistance during the season, while the Ramblers presented a special award to John Morrison.

Storme Winters did himself proud when, after winning the A-Main in Redding, he drove nearly all night and stayed up to get his machine in shape for Redwood Acres.

During the Open Expert heat Bellino went down in the first lap trying to get around Storme, then Robert Vaughn went wide and completely off the track leaving Storme to win completely unchallenged. Storme came back again to win the trophy dash where he set the fastest lap time of the day at 22.60 seconds.

The Main found plenty of action in the Open Expert when Robert Vaughn took the lead right off with Bob Bellino in second and back in fifth or sixth spot was Storme Winters who came up through the pack to finish third. Vaughn went down right after crossing the finish line in first place. Vaughn is one of Oregon's really fine riders.

The reason Harvey Crews wasn't in his usual winning position was obvious after listening to his bike. He had blown it up Friday night and though he had to compete in all four races to win the high point trophy, his bike just didn't have it for the last race.

Contributions amounting to a little more than $104 were awarded the wheelie contest winner. Some of Oregon's best went the complete lenghth of the straightaway (over 400 feet) and deep into the first turn. It looked as though they had it till the last man to try, a cool and calm Lewie Brero hopped aboard his B.S.A., put her on her rear wheel, and proceeded down the straightaway, around the turn and all the way down the back stretch while kicking and waving, he really put on quite a show. Lewie says he can travel for several miles on his rear wheel.

After the race there was an informal dinner held for the riders and those people who help put on the races and tentative plans were made to start the new season in April of next year.

There is one remaining TT scheduled in this area, this coming weekend at Willow Creek.

(Results on page 22)

# Season Finale At Cycleland

By John Noffsinger

CHICO, CALIF., Oct. 3, 1970 — Cycleland Speedway closed its 1970 Sportsman Flat Track season on a fine note with free beer to all riders (over 21 yrs.), and a JAP exhibition for the paying customers.

The evening began with the awarding of a Scratchman trophy to Joe Allen. Joe is very deserving, and has many fans here. Then the various heats and semis were run with 90 riders taking part in a 42 event program.

At intermission, Dick Turner was awarded the Spectators trophy as the most popular rider. Dick is probably the hardest rider here, and always thrills the crowd with his charging style.

Then Lowell Moural was announced the Sportsman of the Year winner, and with this in mind (Sportsmanship voted by his fellow riders) he was awarded a large showcase Grandfather clock. The clock was handmade by George McKillip of Chico who presented the award to a very deserving rider.

Ted Bare, in bright yellow and black leathers which match his immaculate yellow and black Yamaha, won the best looking bike and rider award. This award was never in doubt as Ted is in a class by himself, here.

Denton Hill was surprised by receiving a trophy for his 25-year record of starting bike and auto races in the N. Calif. area. Twenty-five years, no wonder he no longer turns cart-wheels.

The evening's main events were then run in good order with the only real notation being that Rollen Eskew and Joe Henry were double winners in their respective classes. After the main event presentations the season trophies were given out.

Eskew won both the season 100cc handicap and scratch trophies. Rollen was simply too much for the 100cc class here.

Ron Hastings and Jim Hubbard split the 200cc awards. Ron taking the season handicap trophy while Jim took home the season scratch trophy.

The 250cc class season awards were taken by Moural and Allen. Lowell taking the handicap while Joe took the scratch award.

The one noticeable thing proven this year at Cycleland Speedway being that this sport has really caught on here. Next year will bring further improved facilities with greater grandstand seats and increased restroom facilities. Also, winter racing is planned here on a motocross basis.

(Results on page 22)

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# Northern Half-Milers Find Sacramento Fine

By Larry Montgomery

SACRAMENTO, CALIF., Oct. 4, 1970 – Northern California flat-trackers hung out at Sacramento International Raceway this Sunday in an AMA sanctioned Sportsman event put on by the Sacramento Two Wheelers. A change in ownership and the doubtful future of the facility hampered preparations and consequently the track was rough and required much attention throughout the day.

Mike Hardy didn't do well in the Heat and Semi races of 100cc Novice but when it really counted, he kept his Moto Beta out in front all the way. Jim Anthony took second on a Honda to maintain the honor of the four-cycle crowd. Russ French's Kawasaki finished third.

The 125cc Novice winner was Don Bonnacci on a Bultaco, ahead of Ken Wood (Yam.) and Larry Ostarello (H-D).

Rollen Eskew led from flag to flag on is Kawasaki to win the 125cc Amateur Main, with Paul Minor Sr. taking second on a Bultaco. Debbie Jackline (Kaw.) finished third after briefly holding first place at the start.

Terry Otton (Bul.) led all the way in the 200cc Novice race with Dave Haughs finishing second on the same brand.

The 200cc Amateur Main was also dominated by Bultacos, ridden to first, second and third by Fenn Pervier, Mark Muscio and Jim Vaughn respectively. Harley-mounted Ben Ostarello (Larry's brother) took the 250cc Novice event ahead of Chris Reams (Suz.) and Pat Griffin (Bul.)

Another flag-to-flag victor was Jerry Baugh (Oss.) in 250cc Amateur with the Bultacos of Mary Lewis and Larry Sharts right behind.

Jim Crenshaw (Bul.) was an easy winner in the 250cc Expert Main, but there was a real battle for second place between Jim Rodaer (Yam.) and Mike O'Brien (Bul.). Rodaer got the place as O'Brien got out of shape after hitting a rough spot and had to settle for third.

(Results on page 22)

# Heat Hurts Spinners

By Jack Light

PORTERVILLE, CALIF., Oct. 11, 1970 – October is a month normally calling for jackets and sweaters to ward off the chill in the air. The "weatherman's" computer must have blown a tube, or transistor, or whatever makes the thing run. Instead of a nice fall day, it was July in October, with the temperature in the high nineties, or even over one hundred; in any event it was a very hot day.

The complications brought about were plentiful. The heat dried out the track, which accounted for a lot of dust, not to mention the loss of traction, and was the cause of many crashes throughout the day. The dust was more like the "Valley Tule Fog" and those who know what this is like can tell you that it makes the Londontown fog look like a clear, sunny day.

The Porterville Spinners track crew did everything possible to keep the track damp with tons of water applied, but just could not compete with the drying effects of the hot day. A few gripes were heard, but this has long been the great American pastime, and bets are down that everyone will be back for the next scheduled event here in Porterville, hot, cold, or otherwise.

The main events were run in reverse order today, that is the Open Experts started, ending up with the little fellers and their 50cc bikes (which, by the way, were run in almost darkness due to the delays of track maintenance). The Powder Puff class was first off in the mains, with Nancy O'Hara winning over arch rival Carol Randall with the racing Smith sisters, Brenda and Elaine finishing in this order. All girls ride 125 Yamaha motorcycles, and ride them they do.

The Open Expert heat eliminated one very quick rider. Rick Elissaras and Jim McCraken tangled with Rick receiving a leg injury. He was feeling some pain, but managed to laugh and made the remark, typical of many racers, "Jim, we almost made it".

The main event was all Carroll Jackson and Darrell McCaulley until McCaulley came into the sweeper a little too hot, and ran out of "real estate" and lost it, with Carroll going in for the win. These two were never a length or two separated.

The Triumph of Jackson's and the BSA of McCaulley's had a lot of dirt flying. Don McKay was never far behind the leaders and took home second place honors in the main, after winning the heat earlier.

One of the many close finishes today was in the Open Amateur Main, with Bobby Owens (Tri) and Alan Haydon (BSA) racing and ending in a blanket type of finish.

The 250-500 Amateur was a three way battle between two Montesas and one BSA, with the BSA dividing them down the middle. Neil Bering, Don Harrell and Bob Young rode wheel to wheel all day.

For the track and weather conditions not being the best, the actual racing all day was of the finest style to be found anywhere. The riders seemed to be evenly classed with skill and horsepower in all events. No one had a easy time of winning any event; every one who took home first place trophies today, really earned them...sometimes the hard way.

Guy Smith, riding a super quick Montesa, fought off the hard charges of Richard Pereira and his almost equally fast Bultaco, being pushed tight by Tim Tomlinson (Mon) and Leonard Reed on another Bultaco. Ed Colby, all the way from Oxnard, rode his Bultaco without any error to victory over Randy Griffith, Ossa mounted. Ron Tobey had to really move his Shafter Yamaha to ward off a real hot Curt Lange on a smooth Bultaco in the 125 Expert event.

There is always some humor in any situation, especially among motorcycle racers. Bruce Baseman was leading the 125 Amateurs and had the lead well in hand when he lost it in the sweeper. Bruce said afterwards, "I was having so much fun with the slides, that I must have got carried away." After all shouldn't this sport have a lot of fun in it? This should be the name of the game. This spill enabled the Yamaha parade to cross 1-2-3 with Homer Taylor, Don Bearsteet, and Vince Foster in that order.

(Results on page 22)


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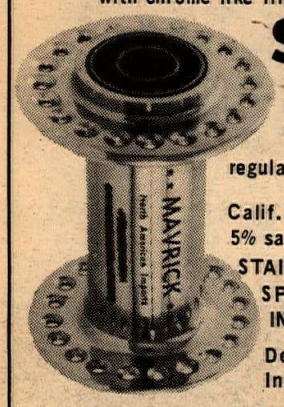


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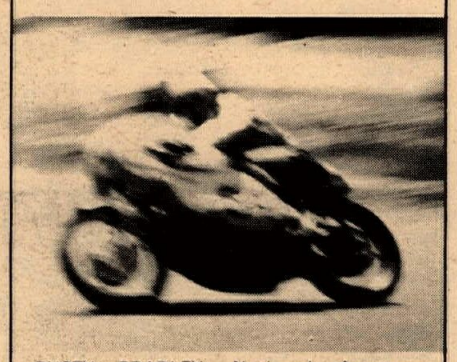

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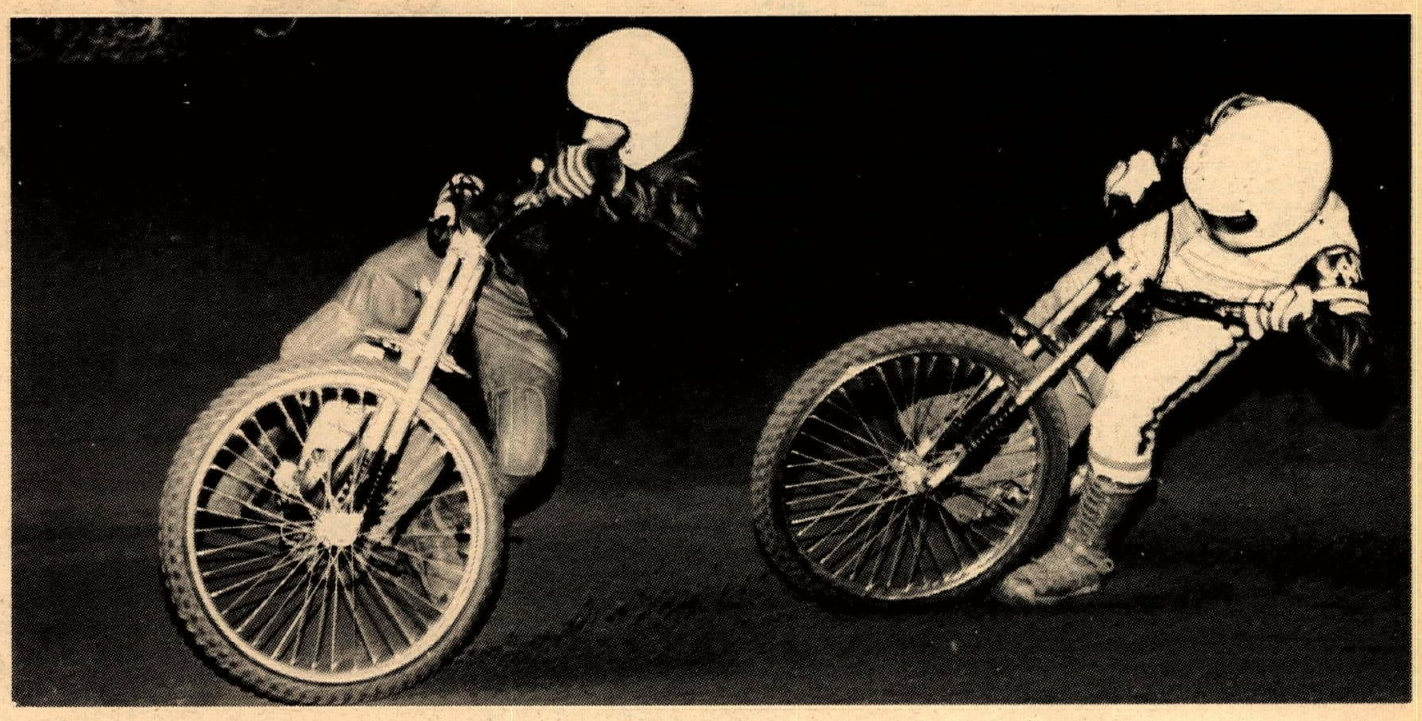
# CODY RETAINS COSTA MESA LEAD

By Mike Caplaite
Photos by Dennis Greene



COSTA MESA, CALIF., Oct. 9, 1970 — It was definitely a Friday night for Bill Cody at the Orange County Fairgrounds. Riding for the Valvoline sponsored USA Racing Team, he forged ahead for wins in the Handicap Main Event and the Scratch Main. Rhis added another 140 points to his point total to help him retain the lead in the national point standings. Sonny Nutter will be out another week with his injuries, but Rick Woods is moving up fast and the point battle may be a close one decided by the last race.

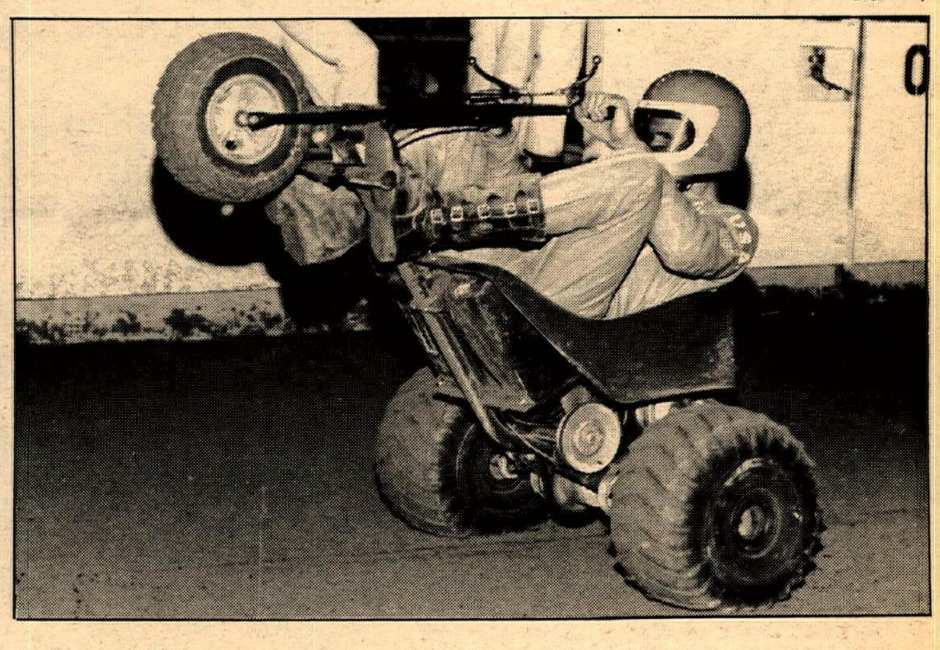
The match race pittted Larry Shaw against Mike Bast which proved to be an exciting match as Larry had already beaten Mike in a Scratch heat by moving up and passing him and Mike was out to make up for that. Shaw in the pole position was first into the corner, but Bast drifted deep and then came back out with a good drive to pass him and take the lead. Shaw tried the same thing on the next corner, but wasn't able to get the traction he needed to pull it off and he followed Mike across the line for the last lap flag. Into the next corner, Shaw fared a little better and was able to move up beside Bast and get a wheel under him going into the last corner. As they came through the last corner wheel to wheel, Mike bobbled just a little and that was all Larry needed as he forged ahead to take the win to the cheers of the crowd.

The Second Division Main Event was a last corner win for Ron Taylor over Jimmy Stein. In third place was Jim Doron who had done a fine job of working his way up past fourth place man Paul Henderson after passing fifth place finisher Fred Ortiz. Finishing in sixth spot was Cecil Oswald.

Going the full distance in the Division Three Main was Mike Clancy, holding off bids by second place Sumner McKnight. Holding third was Phil Moon while finishing in fourth and fifth spots were Dave McMahon and Jim Caplinger.

The win by Cody in the Handicap Main Event was one of those heart-stoppers for his fans as he was on the 60-yard line with Steve Bast. He beat Steve off the line and moved up on each rider in turn and passed them, having a little trouble getting around his teammate Mike Konle. Carlin Yokum grabbed the lead at the onslaught by virtue of his 0-yard handicap and had done a fine job of holding it for five laps right down to the last corner and as he came out going for the finish, Cody was right beside him and it was a drag for

*(Please turn to pg. 27)*



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# results

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Aug. 30, 1970

0-125cc TT
1 Jim Brockman 32
2 James Chitwood 30
3 Earl Roloff 30
4 Earl Barker 24
5 Steve Nichols 24
6 Phil McDonald 20
7 Scott Smith 20
88 Wayne Hosaka 16
9 Jerry Hall 12
10 Lori Fuller 10
11 Tom Carroll 10
12 Hank Scott 10
13 Marc Barbani 8
14 Jim Reon 6
250cc TT
1 Gary Scott 60
2 Wayne Hosaka 48
3 Sal Peluso 32
4 Earl Barker 20
5 Ray Vanderpool 16
6 Scott Smith 16
7 Mike Myers 12
8 Doug Hannon 10
9 John Apple 10
10 Jeff Hosaka 8
11 Vic Hanna 8
12 Steve Jones 6
13 Grant Brown 6
14 Bill Bartels 4
15 John Swinko 4
16 Butch Trafton 2
17 Kevin Stafford 2
500cc TT
1 Gary Scott 54
2 Al Finan 36
3 Jim Harmon 30
4 Ray Vanderpool 28
5 Wayne Hosaka 20
6 Dave Clemo 16
7 Richard Mills 16
8 John Sprague 12
9 Richard Ribley 10
10 Vic Hannan 10
11 Steve Nichols 8
12 Mike Konshak 6
13 Mike Lane 6
14 Lanny North 4
15 John Isaacs 4
16 Steve Sharp 2
17 Russell Burch 2
0-125cc SHORT TRACK
1 James Chitwood 30
2 Scott Autrey 30
3 Phil McDonald 26
4 Bob Sanders 24
5 Gary Scott 24
6 Jim Brockman 22
7 Steve Nichols 20
8 Rick Foster 16
9 Marc Barbani 16
10 Jerry Hall 12
11 Scott Smith 12
12 Bob Jeffries 8
13 Hank Scott 8
14 Bob Frauenberger 6
15 Earl Roloff 4
250cc SHORT TRACK
1 Gary Scott 44
2 Wayne Hosaka 44
3 Earl Barker 30
4 Mark Peters 30
5 Doug Hannon 26
6 Carl Byers 16
7 Sal Peluso 12
8 Kevin Satfford 12
9 R.W. Ring 10
10 James Chitwood 8
11 Mike Myers 8
12 Ray Vanderpool 6
13 Scott Smith 6
14 Mike Konshak 4
15 Jeff Hosaka 4
16 Richard Foster 2
17 Larry Bishop 2
500cc SHORT TRACK
1 Wayne Hosaka 54
2 Freddy Edwards 32
3 Jim Harmon 30
4 R.W. Ring 20
5 Gary Scott 20
6 Carl Byers 16
7 Vic Hanna 16
8 John Hoy 14
9 John Isaacs 12
10 Al Baker 12
11 Larry Collie 10
12 Ray Vanderpool 10
13 Richard Mills 6
14 Richard Ribley 4
15 Russell Burch 4
16 David Clemo 2

TT SCRAMBLES
Elsinore, Calif.
Oct. 3, 1970
By Lorri Lee

MINI
D. Carlson Hod
D. Becker —
R. Kearns Hon
100 NOVICE NOVICE
D. Luitjens —
T. Sakuda Hon
M. Merlin Kaw
125 UP NOV. NOV.
J. Little —
J. Roseth Yam
R. Miller Yam
100 NOVICE
K. Paxton Kaw
D. Edge Kaw
B. Hosford Yam
R. Douglas Kaw
125 NOVICE
R. Soto Yam
G. Kauffeld Yam
D. Grigsby Yam
200 NOVICE
B. Hosford Yam
A. Harmon Hon
250 NOVICE
D. Quick Yam
J. Hunter Yam
D. Waffle Oss
J. McDaniel Bul
D. New Bul
350-500-OPEN NOV.
J. Hunter Tri
E. Carlson BSA
B. Sanderson Tri
T. Knight Mai
100 Expert
T. Horton Kaw
S. Willoughby Kaw
R. Milner Kaw
J. Colman Kaw
125 EXPERT
D. Daigh Yam
G. Nord Yam
C. Armour —
250 EXPERT
J. Hoffard Bul
H. Cheetwood Bul
D. Gualda Bul
R. Smith Bul
350-500-OPEN EX.
R. MacEwen Yam
J. Sprague Tri
E. Steffen Yam
SPEC. EXPERT
R. MacEwen Yam
J. Sprague Tri
E. Steffen Yam
SWEEPS
R. MacEwen Yam

MOTOCROSS
Cascade M/C
Oct. 4, 1970
By Larry Ulrich

BEGINNERS CLASS
Stuart Katter Kaw
125 CLASS
Mike Ahalt Hod
Rick Limbeck Sac
OPEN CLASS
Frank Reale Yam
250 CLASS
Randy Limbeck Mai

TT SCRAMBLES
Perris, Calif.
Oct. 10, 1970
By Elaine Jonse

50CC-PP
L. Lewis Yam
Ron Bell Suz
Debi Jones Kaw
100cc NOV. DIV 1
D.L. Hampton Kaw
Mike Byers Hod
Dick Jenkins Hod
100cc NOV. DIV 2
Mike Laney Hod
Pryor Campbell Suz
Ron Roster Kaw
Mike DuBont Kaw
100cc NOV. DIV 3
Frank Novotny Kaw
Randy Douglas Kaw
Michael Harton Suz
125cc NOV. DIV 1
Larry Schwimmer Yam
Roy Addington Bul
Don Smith Yam
125cc NOV. DIV 2
Frank Robertson Yam
Larry Kosch Yam
Norman C. Blake Yam
100-125cc A.E.
Jeff Sexton Kaw
Scott Smith Yam
Greg White Yam
175-200cc
Scott McGregor Yam
Tom Heard Bul
G. Bettencourt Bul
250cc NOV. DIV 1
Tom Jarnagan Kaw
David Boydstun Mai
E. L. Harvey Bul
Dennis Chandler -
250cc NOV. DIV 2
Walt Foster Bul
Bill Elwess Suz
Robert Stripling Bul
250cc NOV. DIV 3
Stew Cox Bul
John Mudd Bul
Terry Standford Bul
250cc A.E.
Scott Smith Bul
Doug Mason Bul
Mike Myers Yam
350cc NOV.
Bruce Prior H-D
Ken Miller H-D
Sidney C. Whitson H-D
NOV. MOTO
Mark Porter Mai
Donald Underwood Nor
Gary Cochell Hus
A.E. MOTO
Tony Denius Tri
Doyd Mason H-D
L. Stapleton Tri
MINI BIKE A
Ricky Hart Mav
Danny Dixon Pow
Robert Hanson B&S
MINI BIKE B
Lee Petersen Mav
Larry Kallerud Mav
Robert Kimball
MINI BIKE C
Eric Jones Hon
Toby Julian B&S
Dylan Neihart B&S

SPEEDWAY
Orange Co. Fairgrounds
Oct. 9, 1970
By Mike Capalite

MATCH RACE
Larry Shaw Jaw
Mike Bast Jaw
3RD. DIV. MAIN
Mike Clancy Jaw
Sumner McKnight Jaw
Phil Moon Jap
Dave McMahon Jaw
Jim Caplinger Jap
Pres Fox Jaw
2ND. DIV. MAIN
Ron Taylor Jaw
J. Stein Jap
Jim Doron Jaw
P. Henderson Jap
Fred Ortiz Jaw
Cecil Oswald Jap
SCRATCH CON
Rick Woods Jaw
Mike Konle Jaw
Scott Autrey Jap
Don Cullum Jaw
HANDICAP CON.
Jim Foxe Jaw
L. Heinselman Jaw
John Fishburn Jaw
Chuck Hatcher Jaw
D. Gildehaus Jaw
Rick Woods Jaw
HANDICAP MAIN
Bill Cody Jaw
Carlin Yokum Jaw
Steve Bast Jaw
Scott Autrey Jap
Mike Konle Jaw
Jim Anderson Jaw
SCRATCH MAIN
Bill Cody Jaw
Steve Bast Jaw
Mike Bast Jaw
Larry Shaw Jaw

SPORTSMAN
SHORT TRACK
Santa Rosa, Ca.
October 3, 1970
By James Brammer

100cc NOVICE FINAL
Werner Meesenburg Yam
Jim Coates Yam
Billy Wilson Kaw
125cc NOVICE FINAL
Harry Young , Ur. Yam
Ed Stonebraker Yam
175cc NOVICE FINAL
Rich Topolewski Oss
Ron Kesler Yam
200cc NOVICE FINAL
Bob Tornai Bul
Bob Dusell Bul
Steve Knechthe Bul
250cc NOVICE FINAL
Kim Seidler Bul
Ken Crawford Bul
Marino LoCurto Bul
Glenn Oliveria H-D
125cc Amateur final
Tom Fleming H-D
Leo Perry Yam
175cc AMATEUR FINAL
Jerry Simpson Oss
Jim Perry Oss
250cc AMATEUR FINAL
Fenn Pervier Bul
Steve Deckard Suz
Hal Johnson H-D
Wayne Davis Kaw
250cc EXPERT FINAL
Scott Brelsford Bul
Mike O'Brian Bul
Ron Davis Bul
Jim Foley Bul
Gregg Hubbs -
WHEELIE CONTEST
Gene Price
Ron Kesler
Kim Seidler
1970 HIGH POINT TROPHY
FOR CHRIS BECK ARENA
1st 2169 Tom Fleming H-D
2nd 1839 W. Meesenburg Yam

TT RACES
Willow Creek, Calif.
Oct. 3, 1970
By James Shipley

100cc NOVICE
Lawrence Sorenson
Larry Frayer
Mark Fator
125cc Novice
Tom Jones
Pat Richter
Jerry Arnold
200cc NOV./AM.
Jim Seeber
Terry Matson
Dean Sioquist
250cc Novice
Mike Thrash
Lynn Buerer
Lawrence Williams
250cc AM/EX.
Whitey Marx
Ed Thayer
Jay Stradley
500cc NOV/AM.
David Cherry
Jay Stradley
Mark Legarra
650cc NOV/AM.
Denny Edwards
Jim Morrison
Roger Robinson
650cc AM/EX
Phil Ray
Bob Bellino
Sonny Knutson
JUNIOR RACE
Larry Legarra

TROJAN SPEEDWAY
Oct. 8, 1970
By Eddie Smith

100 TT
Tom Horton Kaw
Roy Widener Kaw
Wally Jones Suz
Tony Servuto Kaw
Steve Young Hod
Dan Hopkins Suz
125 TT
Tom Horton Kaw
Don Chambers Yam
Allen Sewett Yam
Roy Widener Kaw
Wally Jones Suz
Joe Ambrose Suz
250 TT
Tom Horton Kaw
Dan Carlton Oss
Don Corbett Bul
Don Chambers Yam
Allen Shirley Bul
Scott Swage Yam
100 FT
Bob Sanders Kaw
Tom Zahnter Hod
Joe Erwen Hon
Jim Chisler Yam
J. McCormick Kaw
Dave Krrbell Hon
125 FT
Dale Hopkine Yam
Rich Kovns Bul
B. Nordotsom Yam
Ray Wanio Yam
Don Chambers Yam
Barrie Idon Yam
250 FT
Don Carlton Oss
Corky Keener H-D
Chris Smith Yam
Bob Sanders Yam
Allen Shiney Bul
Berrie Hodge Mon
TROPHY DASHES
250 TT
Tommy Horton Kaw
100 TT
Tommy Horton Kaw
125 TT
Dale Hopkines Yam
250 FT
D.C. Ralph Bul

MOTOCROSS
Cyclesports Park
Houston, Texas
By Bob Atkins

POWDERPUFFS
Donna Barnes Yam
Cecile Hanna Yam
Jane McDonald Yam
Bette Weltinger Pen
Dottie Hanna Yam
0-100cc NOVICE
Bill Feldschau Kaw
Ken Chapman Hod
Richard Nutt Kaw
Mitch Hill Hod
Bill Walling Hon
Tim Watson Hod
251-OPEN NOVICE
Larry Hedges Suz
B. John Johnston Mai
Michael Haines Hus
Francis Gollegan Hus
Bill Rogge Mai
George Huebner Oss
101-125cc NOVICE
Steve Hackney Pen
Mike Frerichs Pen
James Rhyne Met
Kim Lindley Yam
James Barnes Yam
Don Dozier Pen
126-250cc NOVICE
Jim Schwantz Oss
Leone Smith Oss
Lee Trent Suz
Dion Hodge Mon
Austen Patchem —
Larry Priano Suz
0-125cc EXPERT
Fred Hanna Yam
Greg Graham Pen
Rex Davis Sac
Carl Chapman Pen
Mark Robinson Pen
Brian Fox Pen
126-250cc EXPERT
Bob Graham Mai
Greg Graham C-Z
Wayne Jones Hus
Eric Lloyd —
Jerry Conner Mai
Bill Malloy C-Z
251-OPEN EXPERT
Bob Graham Mai
Lon Peterson Mai
Robbi Holbert Hus
Bob Howard Hus
Curt Brennan Hus
Jake DeBoe C-Z
Mickey Ferrell C-Z

SHORT TRACK
Sacramento, Calif.
Oct. 4, 1970
By Larry Montgomery

100cc NOVICE
Mike Hardy M-B
Jim Anthony Hon
Russ French Kaw
125cc NOVICE
Don Bonnacci Bul
Ken Wood Yam
Larry Ostarello H-D
100-125cc AMATEUR
Rollen Eskew Kaw
Paul Minor Sr. Bul
Debbie Jackline Kaw
200cc NOVICE
Terry Otton Bul
Dave Haughs Bul
Greg Ferguson Tri
200cc AMATEUR
Fenn Pervier Bul
Mark Muscio Bul
Jim Vaughn Bul
250cc NOVICE
Ben Ostarello H-D
Chris Reams Suz
Pat Griffin Bul
250cc AMATEUR
Jerry Baugh Oss
Mary Lewis Bul
Larry Sharts Bul
250cc EXPERT
Jim Crenshaw Bul
Jim Rodaer Yam
Mike O'Brien Bul
John Green Bul

MOTOCROSS
Big Bear, Calif.
Oct. 11, 1970
By Dave Swift

100 JR.
John Gronek
Tom Kishen
Brad McKee
Mike Paulsell
Brad Bridges
Troy Hollis
Bruce McDougal
125 JR.
John Pavich
Greg Robertson
Don Spaethe
Tom Sanders
Dave Davidson
Bob Ridosh
Brian King
125 SR.
Bonnie Enler
Gary Jones
R. Lopez
John Garcia
Tim Lunde
Don Nelson
125 INTER.
Dan Armstrong
Dick Wambold
S. Armstrong
250 JR.
John Pavich
B. Kohler
R. Trait
Pete Kolbet
Tom Synder
Bob Spicer
G. Spellman
250 SR.
Jim Fishback
D. Hockie
Bob Messer
Greg Wickam
J. Jackson
Thomas Mock
Glen Lund
250 INTER
W. Blakeslee
Ron DeSoto
Jim MacDonald
Dan Armstrong
Tony Mason
500 JR.
James Heath
Terry Mendel
Jeff Robertson
Tracy Craun
J. Kulek
Rocky White
Joe LaPorte
500 SR.
Jim West
Mark Blackwell
Jackie Kell
J. Goldberg
Carl Cotton
Robert Hershey
500 INTER
Fred Cox
Frank Carlisi
Bob Haag
G. McKenzie
Wally Gordon
Ken Bowser

ACA POINT STANDINGS
Road Race
Sept. 6, 1970

HEAVYWT PRODUCTION
250cc
Pat Evans 57
Georff Mazon 34
William Faulkner 27
Dick Fuller 26
Howard Lynggard 15
Allan Abbott 12
Adam Pollak 11
Robin Cleary 11
Charles Small 5
Earl Wheelock 5
Steve Johnson 5
Rod Murufas 4
Mike Morse 3
Moe Conserriere 2
OPEN
John McGillivray 32
George Kerker 20
Roland Pagan 10
Howard Rue 9
Mike Wozniak 7
Gerry Howerton 7
Hurley Wilvert 6
Jerry Greene 5
Dave Damron 3
Ralph White 2
Doug Van Tassel 2
LIGHTWT. PRODUCTION
50cc
Sid Chambers 3
Ed Kelly 3
Geoffrey Cesmat 1
100cc
James McWorthy 20
Jim Evans 6
Curt Ward 5
Alan Swett 3
Pat Evans 1
James Haberlin 1
125cc
Phil Thomason 17
Tim Rockwood 14
Ron White 5
Hugo Chicon 4
Eddie Meeks 2
Dick Pearce 1
175cc
Mark Revels 7
Bruce Martin 6
Duane Bygum 5
Mike Lane 2
Gerhard Klemm 2
Scott Ford 1
James Haberlin 1
200cc
Pat Evans 46
Jim Damron 35
Roger Wood 17
Dick Roll 13
Stan Wegner 9
Dan Daigh 8
Stan Smith 7
James Crawford 7
Al Mark, Sr. 7
Kevin Stafford 6
Mark Kruse 6
Don Vesco 5
Jay Loughrin 5
Gerry Howerton 4
John Hewitt 3
Frank Smith 3
Mark Loveland 2
William Bertram 2

ACA Point Stand. Cont'd.
350cc
Randy Dawes 60
Richard Sherer 52
Doug Stanton 43
Raymond De Long 32
Butch Shephard 32
Mike Clarke 26
James Randolph 25
John Killman 20
Dave Damron 19
Jon McKibben 18
Jim Macy 15
Ron Pierce 15
W.T. Page 13
Mike Kawson 12
Earl Wheelock 12
Jerry Greene 12
Mike Femister 10
James Joy 10
Rayburn Johnson 8
Buzz Buzzelli 8
James McWorthy 8
Dick Pearce 8
Art Friedman 6
Dale McCreary 6
Greydon Maechtle 5
Mike Fairfield 5
Mark Heyer 4
Carl White 3
Michael St. Marie 3
James Black 3
Tom Milligan 2
Roger Selby 2
Ed Keeley 2
500cc
Eric Dodd 13
Greg Bush 7
Jack Harney 6
Walter Munday 5
Dick Kilgroe 4
Charles Gulyash 1
OPEN
George Kerker 28
Jerry Greene 24
Hurley Wilvert 13
Roland Pagan 11
Myyam Kitchen 9
Mike Wozniak 8
Dale Larson 7
Reg Pridmore 6
Mike Lane 5
Arthur Chambers 6
John McGillivray 4
Gary Thissen 3
Sam Moses 3
Ron Balestrieri 3
Dave Damron 3
Kwn Smith 3
Don Watkins 1
Bruce Martin 1

JUNIORS GP
50cc CLASS I
Richard Seifried 3
Jeffrey Evans 2
Hugo Chicon 2
Hans Bertelsen 1
Aubrey McGehee 1
50cc CLASS II
Skip Gallagher 1
100cc
Mark Goslee 20
Sid Whitaker 17
Richard Reynosa 15
Tim Rockwood 5
Bob Petta 4
Curt Ward 4
Mike Clarke 3
Allen Swett 3
Peter Kushdilian 3
James Haberlin 2
125cc
Hugo Chicon 4
Larry Williford 4
Tim Rockwood 2
Al Krupa 2
175cc
Mark Revels 11
Rudy Williams 5
Bruce Martin 4
Steve Beu 3
Duane Bygum 1
James Haberlin 1
200cc
Tim Rockwood 14
Dick Roll 9
Jay Loughrin 6
Lars Larson 4
Vern Wood 3
Dennis Drumm 2
Greg Comstock 1
William Bertram 1
250cc
Pat Evans 83
Dick Brewer 39
Mike Hurt 37
Barry Mayer 30
Steve Firestone 24
Bill Meyer 19
Dick Fuller 18
Charles Small 17
John Myers 16
Bruce Hammer 12
William Faulkner 12
Mike Barrett 11
Phil McDonald 8
Lloyd Nye 6
Ron White 6
Bennie Riddle 5
Jim Lemons 5
Mark Loveland 4
Perry Bennett 4
Robin Mackay 4
Sam Moses 2
350cc
Mike Clarke 22
Richard Sherer 17
Carl White 16
Randy Dawes 15
Jeff Sperry 15
John Killman 14
John Gallagher 11
Doug Stanton 10
W.T. Page 9
Mike Libby 6
John Yeats 5
James Joy 5
Dave Blanchett 3
Howard Lynggard 3
Eric Alexander 3
James Black 3
Steve Firestone 3
Ed Keeley 3
Wade Killen 2
Bennie Riddle 2
Wes Cooley, Jr. 2
Roger Selby 1
500cc
Roger Gloickman 5
Cap Munday 4
Richard Poole 4
John Gallagher 2
Chas. Gulyash 2
John Serra 1
David Shattuck 1
Richard Martindale 1

ACA Point Stand. Cont'd
OPEN
Richard Feist 11
Dale Larson 8
Richard Martin 3
Sam Moses 3
Myrom Kitchen 3
John Hodges 2
Arthur Chambers 2
Bruce Martin 1

SENIOR GP
Richard Seifried 10
Jeff Evans 7
Rudy Reynosa 5
Don Wicks 4
Chris Anderson 3
David Riggs (Randy) 3
Sid Chambers 2
Alan Spears 1
Hans Bertelsen 1
Jim Evans 1
50cc CLASS II
Don Wicks 39
Chris Anderson 33
Rudy Reynosa 27
Ed Kelly 26
Phil Thompson 18
Sid Chambers 12
Rod Schmidt 8
Hans Bertelsen 7
Jim Evans 1
100cc
James McWorthy 32
Pat Evans 31
Steve Johnson 12
Don Emde 9
Dennis Lusardi 8
Frank Smith 7
Ted Longwith 5
George Roche 5
Alan Spears 4
Cecil Oswald 4
Avery Hensley 4
Rudy Reynosa 3
Jim Evans 1
125cc
Steve Froschauer 39
Ron Pierce 31
Don Wicks 26
Val Howard 21
Dick Carlson 15
Elliot Andrews 12
Chief Galbraith 10
H. Colin Jones 10
Phil Thompson 8
Dan Guinn 5
Rudy Reynosa 4
Dan Hanebrink 4
Jim Evans 4
Hugo Chicon 3
Moe Conserriere 3
175cc
Dan Guinn 17
Stan Smith 11
Frank Smith 10
H. Colin Jones 10
Dan Headrick 7
Butch Shephard 4
Rich Stuelke 4
Gene Mitchell 4
Whitney Blakeslee 3
Robert Lend 2
Steve Le Hurray 2
James McWorthy 1
200cc
Chuck Van Breeman 38
Dick Pearce 35
Pat Evans 35
Jim Damron 28
James Crawford 26
Curt Stine 13
Bob Barker 11
Mark Kruse 11
Al Mark, Sr. 8
Stan Wegner 7
Mike Cornell 5
Jim Evans 4
250cc
Don Emde 49
Mike Lane 32
Steve McLaughlin 30
Jerry Christopher 25
Steve Mallonee 23
George Roche 20
Scott Autrey 16
Jody Nichols 15
Don Vesco 12
Dave Damron 10
Kelly Evans 10
Buzz Buzzelli 10
Tom Rockwood 8
Rod Brierley 5
Steve Le Hurray 5
Geoff Mazon 5
Chief Galbraith 4
Mike Hurt 4
Barry Provisor 4
John Grubb 4
Rayburn Johnson 3
John Buckner 3

350cc
Pat Hynan 47
Thomas White 43
Don Emde 30
Dick Kilgroe 25
James Chen 23
Howard Lynggard 22
Barry Provisor 18
Bob Barker 15
Don Vesco 15
James McWorthy 15
Chief Galbraith 14
Tom Rockwood 12
Rod Brierley 12
Mike Dawson 11
Tony Murphy 10
John Weigel 10
Sam Moses 10
Richard Sherer 8
Keith Smith 7
Alan Leonard 6
Mike Velasco 6
Butch Shephard 5
Mike Libby 5
Alan Thompson 4
Mike Clarke 2
Wes Cooley, Jr. 1
500cc
Wade Killen 41
Cecil Oswald 21
Rick Kilgroe 19
Eric Dodd 17
Art Baumann 15
Jack Harney 14
Tony Murphy 12
George Roche 12
Jody Nicholas 12
Dave Damron 12
Tom White 11
Butch Shephard 6
Bob Barker 5
John Serra 4
Reg Pridmore 3
Alan Spears 3
Dan Hanebrink 3

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PERFORMANCE SPECIALISTS
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313 Oliver Rd., Santa Barbara
Calif. 93105, ph. 965-0628

SPORTSMAN TT
Vallejo Speedway, Calif.
Oct. 9, 1970
By James Brammer

100cc NOV.FINAL
W. Meesenburg Yam
Larry Rider Hon
Jim Willis Hon
J. Hartbauer Kaw
125cc NOV. FINAL
Ken Eggers Bul
Duane Yarrow Sac
Rich Weinbrant Bul
175cc NOV. FINAL
Dana Perri Yam
Wayne Durney Yam
Robert Lowry Yam
200cc NOV. FINAL
Robert Vaughan Bul
Pat Walker Bul
250cc NOV. FINAL
Corky Swadley Oss
Marino LaCurto Bul
Glenn Turnaw Yam
Wayne Brauner Kaw
350cc NOV. FINAL
Dennis Cummings Hon
Mike Walter Hon
500cc NOV. FINAL
Larry Ubaldi Bul
Gary Newman Tri
Gary D. Estes Mai
650cc NOV. FINAL
Ron Dotson Tri
Lee Gilipie Bsa
175cc AMA. FINAL
Pat Hennon Hon
Marcin Augustine Oss
200cc AMA. FINAL
S. Fredrickson Bul
Marty Webster Bul
250cc AMA. FINAL
Dale James Bul
Roger Brunel Bul
Pat McCall Yam
Mike Farley Bul
350cc AMA. FINAL
Max Hall H-D
Bill Manly, Jr. Hon
500cc AMA. FINAL
Fenn Pervier Bul
Harry Clingan Bul
650cc AMA. FINAL
Mike Farley Tri
Carl Tresser Bsa
250cc EX. FINAL
Bill Budde Bul
Larry Drew Bul
Harry Dring Oss
John Gennai Bul
John Green Mon
500cc EX. FINAL
John Gennai Cz
John Green Mon
Jim Foley Yam
Bill Trumbull Yam
John Hall Hon
650cc EX. FINAL
Ken Helling Tri
Dave Bostrom Tri

MOTOCROSS
Deadman's Point
Oct. 4, 1970

100 DIVISION I
G. Bryan Hod
J. Powers Bul
B. Bridges Suz
100 DIVISION II
E. Barnes Sac
T. Hollis Suz
E. Irsik Hon
100 DIVISION III
D. Urbanek Hod
J. Rick Suz
J. Bruns Hod
125 DIVISION I
T. Walters Yam
R. Reinig Pen
M. Bryan Sac
M. Fischer Sac
125 DIVISION II
M. Nixon Yam
V. Peterson Sac
M. Howell Yam
B. Faulkner Yam
100 SENIOR
F. Wilsford Sr. Hod
125 SENIOR
D. Brown Pen
C. Bouck Bul
250 DIVISION I
W. Shirreffs Hus
G. Egloff Hus
D. Bonds Oss
250 DIVISION II
D. Allen Bul
D. Yaryan Bul
K. Robinson Yam
250 DIVISION III
D. Dickens C-Z
G. Ferris C-Z
C. Bybee Mai
250 DIVISION IV
C. DeFoer Yam
C. Lee Yam
M. Thorpe Bul
250 DIVISION V
R. Varvel Oss
M. Cavoretto Bul
F. Tidwell Oss
500 JUNIOR
K. Ratzloff Mon
G. Egloff Hus
T. Buck Hus
R. Bulice Hus
500 SENIOR
D. Brown C-Z
250 SR.
J. Willmon C-Z

INTER-AM MOTOCROSS
Pepperell, Mass.
Oct 11, 1970
By Howard Ferguson

Arne Kring Hus
Bengt Aberg Hus
Ake Jonsson Mai
C. M. Hammergren Hus
Torsten Hallman Hus
Willier Bauer Mai
Dave Bickers Gre
Peter Lamppu Mon
John DeSoto Cz
Barry Higgins Oss
Glenn Vincent Cz
Bob Ismailoff Mai
B. McGuire Cz
Dave Standish Mai

MOTOCROSS
Bay Mare
Moorpark, Calif.
Oct. 11, 1970

0-125 NOV. DIV. I
Jeff Wecker Ric
Charles Mott Bul
Paul Carder Yam
Tom Nelson Sac
Steve Copelin Yam
0-125 NOV. DIV. II
Dave Kribell Sac
Andy Lopez Bul
Chris Brooke Sac
Jim Hale —
J. A. Cardilino Yam
0-125 NOV. DIV. III
Clifford White Yam
Scott Pelkey Sac
Jerry Walgamnth Sac
Wayne Smith Yam
Curt Roth —
0-126 AM/EX.
Tom Zahnter Hod
Jeff Wright Ric
Larry Shoemaker Yam
Tom Larson Yam
John Rice Sac
250 NOV. DIV. I
Nate Sciacqua Yam
Jerry Howard Cz
Randy Rocht Bul
Mike Chval -
Tom Slagle Cz
250 NOV. DIV. II
Gary Dranow Mon
Jeff Harriott Cz
Rod C. Cowell Oss
Steve Fontergy Ajs
W. Stanley Cz
250 NOV. DIV. III
Mike Hauss Ajs
Mickey Alzola Mon
Joe Erwin Bul
R. Buchan Cz
Gary Nelson Hus
250 AM. EX.
Al Wurtzel Cz
L. Shoemaker Yam
John Riggen Bul
M. Chamberlain Cz
Rick Blom Yam
OPEN NOV.
Bob Archer Mai
Mike Renno Hus
R. W. Miller Mai
Don Kadlec Ajs
Louis Lima
OPEN AM. EX'
John Rice Mai
Bill Payne Mai
Terry Bilton Mai
M. Chamberlain Mai
Al Holley Tri

TT & SHORT TRACK
H.R.L. Lubricants
Orange Co. Speedway
Oct. 9, 1970
By Rich Hoffman

125cc TT TROPHY DASH
Steve Flowers Yam
250cc TT TROPHY DASH
Scott Smith Yam
250cc ST TROPHY DASH
Mark Kruse Duc
125cc TT
Scott Smith Yam
Steve Flowers Yam
Mike Laney Hod
150cc TT
Scott Smith Yam
Brad Wilmert Oss
Bill Barker Mon
350-500 TT
Scott Smith Yam
Steve Mudd Bul
Al Smith Oss
125cc ST
Scott Smith Yam
Steve Flowers Yam
R. Marriott Bul
250cc ST
Mark Kruse Duc
Scott Smith Yam
G. Anderson Bul
350-500 ST
Mark Kruse Duc
Al Smith Oss
Scott Smith Yam
POWDER PUFF
Elaine Smith Yam
Lori Fuller Kaw
Brenda Ortega Suz

TT CHAMPIONSHIP
Redwood Acres, Ore.
Sept. 27, 1970
By James Shipley

100cc NOVICE
Dave Ford
Les Waldman
Brack Zollo
250cc NOVICE B
Larry Lambert
Virgil Teague
John Lima
100cc NOVICE A
Dale Ruth
Raymond Dugan
John Smith
100-125cc NOV.
Pat Richter
Bill Whitlow
Dana Brae
90-125cc AM-EX.
Steve Benson
Edgar Frisbee
125-250cc NOV.
Randy Bingham
Mike Thrash
Lynn Burer
250cc AMATEUR
Jay Stradley
Eric Waklund
Mike Benson
250cc EXPERT
Bill Oliver
Gary Thompson
Mike Thompson
250-500cc NOV.
John Morrison
Dennis Edwards
Clarence Oliver
500cc OPEN AM-EX.
Bob Vaughn
Bob Bellino
Storme Winters

SPORTSMAN TT
Vallejo Speedway, Ca.
Oct. 2, 1970
By James Brammer

100cc NOVICE FINAL
Larry Rider Hon
Dave Stetler Yam
Jim Coates Yam
125ccNOVICE FINAL
Danny Leet Yam
Ken Eggars Bul
Mark Yarrow Yam
175cc NOVICE FINAL
Dana Perri Yam
Paul Memakin Hon
Marc Benigno Hon
200cc NOVICE FINAL
Jerry Bohon Bul
Billy Rainer Bul
250cc NOVICE FINAL
Toby Moya Bul
Corky Swadley Oss
Larry Birkoffer Oss
James Rambo Yam
Olen Stillwell Bul
350cc NOVICE FINAL
Lenard Hinrichs Hon
Ken Elze Hon
500cc NOVICE FINAL
Keith Van Delinder Bul
Warren Percell Mon
Bill Young Bul
650cc NOVICE FINAL
Ron Dotson Tri
Pat Lane Nor
175cc AMATEUR FINAL
Pat Hennon Hon
Marv Augustine Oss
200cc AMATEUR FINAL
Rick Lewis Bul
Bob Duncan Bul
Marty Webster Bul
250cc AMATEUR FINAL
Dale James Bul
Mike Farley Bul
Max Hall H-D
Dennis Tomberlin Bul
Harry Clingan Oss
350cc AMATEUR FINAL
Max Hall H-D
Bill Manly, Jr. Hon
500cc AMATEUR FINAL
Victor Sloan Mon
Jeff Holman Hon
650cc AMATEUR FINAL
Jim Boucher Tri
Mike Farley Tri
250cc EXPERT FINAL
John Gennai Bul
Jim Foley Bul
Dorian Jewitt Bul
Bill Trumbull Yam
500-650cc EX FINAL
John Green Mon
Bill Trumbull Yam
Bill Budde Tri
Jim Foley Yam

ASCOT TT
Gardena, Calif.
Oct. 10, 1970
By Maureen Lee

NOV. MAIN
Ken Roberts Mon
Gary Scott Bul
Chuck Gann Bul
Ron Moore Bul
Jim Crenshaw Bul
R. Vanderpool Yam
Matt Falconer Bul
Mike Hagoski Oss
Chet Burt Bul
Devon Sowell Bul
Sal Pelusso Yam
Earl Baker Yam
TIME: 4:52.12
EX. MAIN
Mark Brelsford H-D
Eddie Mulder Tri
S. VanLeeuwen Tri
Tom Rockwood Tri
Larry Wilburn Tri
Mike Haney Tri
DeWayne Keeter H-D
Don Dudek Tri
John Isaacs Bsa
Dave Smith Tri
Sonny Borres Tri
Dave Hansen Tri
TIME: 11:39.04
TROPHY DASH
M. Brelsford H-D
Eddie Mulder Tri
S. VanLeeuwen Tri
Mike Haney Tri
TIME: 1:34.20
AM. MAIN
John Hately Tri
Don Emde Bsa
Stu Posey Tri
Alex Armstrong Tri
Tom Clark Tri
Terry Morairty Tri
Ike Mizzen Tri
R. Perez Tri
Dick Mills Tri
Tom Phillips Tri
G. Striber Tri
T. Dorsch Tri
TIME: 8:10.12

SHORT TRACK
Cycleland Speedway
Chico, Calif.
Oct. 3, 1970
By John Noffsinger

HANDICAP MAINS
100cc
Roland Eskew Kaw
Scott Vendley Kaw
Ron McGill Bul
200cc
Tom Hubbard Yam
Mike Knouse Bul
Dale Wondergem Hon
250cc
Joe Henry Bul
Dick Turner Tri
Joe Allen Bul
SCRATCH MAINS
100cc
Roland Eskew Kaw
200cc
John Grant Kaw
250cc
Joe Henry Bul
BEGINNER MAINS
100cc
Ron McGill Bul
200cc
Mike Knouse Bul
250cc
Manuel Fernandez Suz

TT SCRAMBLES
Huntington Beach Cycle Pk
Huntington Beach, Calif.
Oct. 11, 1970
By Gary Schmythe

100cc NOVICE
Dennis Briggs Kaw
Doug Westly Kaw
John Rice Kaw
Doug Perrault Suz
Robert Cercelius Kaw
125cc NOVICE
Bob Farmer Kaw
R. Marriott Bul
Dan Muirhead Yam
Doug Westly Kaw
250cc NOVICE
Tony Dell Oss
Tony Herrera Bul
Doug Perrault Bul
Jon Ahlroth Yam
OPEN NOVICE
B. Farnsworth Bul
Don Emmons Bsa
Thomas Abcowner Bsa
Vincent Zinc Tri
100 EXPERT
Bob Sanders Kaw
R. Sweaney Kaw
Dennis Briggs Kaw
John Rice Kaw
125 EXPERT
R. Sweaney Kaw
Bob Sanders Kaw
Robby Burg -
Dan Muirhead Yam
250 EXPERT
Tom White Bul
Doug Hannon Bul
John Hofford Bul
Bob Sanders Bul
OPEN EXPERT
Ike Mizen Tri
T. Moriarty Tri
B. Farnsworth Bul
Steve Eldredge Tri

HALF-MILE
Ascot Park
Gardena, Calif.
Oct. 9, 1970

15 LAP EX. FINAL
Dave Aldana Tri
Jody Nicholas Bsa
M. Brelsford H-D
Keith Mashburn Yam
Lloyd Houchins Tri
Dave Smith Tri
Mel Lacher Nor
Dan Haaby Yam
P. Conserrie Nor
Tom Rockwood Tri
10 LAP AMA. FINAL
J. Hateley Tri
Don Emde Bsa
Terry Dorsch Tri
Chuck Hart Bsa
Tod Sloan Tri
Nick Theroux Bsa
Dave Bellina Tri
Fred Edwards Tri
8 LAP NOV. FINAL
Gary Scott Yam
Earl Barker Yam
Loyal Penn Yam
Ron Moore Yam
Jim Crenshaw Bul
Dave Fletcher Bul
Larry Stiles Suz
Tom Vardeman Yam
Kenny Roberts Suz

TRANS-AMA MX
LaRue, Ohio
Oct. 11, 1970

Jeff Smith Bsa
G. Lindstrom Hus
Dave Nicoll Bsa
John Banks Bsa
B. Thompson Oss
Jimmy Weinert Cz
Brian Kenny Hus
Dick Burleson Hus
Dave Aldana Bsa
Wyman Priddy Bul
SUPPORT RACE
Brad Lackey Cz
Ron Stockman Cz
Ricky Campbell Hus
Dick Norris Cz

POINT STANDINGS
Vallejo Speedway
Vallejo, Calif.
Final for 1970
By James Brammer

HIGH POINT OVERALL
John Gennai Bul 31
100cc CLASS
Rick Lewis Bul 21
J. Hartbauer Kaw 14
125cc CLASS
Ken Robinson Yam 23
Dan Leet Yam 21
175cc CLASS
R. Topolewski Oss 15
Jerry Simpson Oss 14
M. Augustine Oss 13
200cc CLASS
Bob Duncan Bul 22
Doug Kundsen Bul 16
250cc CLASS
John Gennai Bul 31
Larry Drew Bul 28
350cc CLASS
Bill Manly Hon 21
Max Hall H-D 21
500cc CLASS
John Green Mon 20
Duane Spence Tri 16
650cc CLASS Tri 21
James Boucher Tri 14
HIGH POINT-RIDER CLASS
EXPERT
John Gennai Bul 31
AMATEUR Bul 22
Bob Duncan Bul 22
NOVICE
Larry Drew Oss/Bul 28

TT SCRAMBLES
Porterville, Calif.
Oct. 11, 1970
By Jack Light

POWDER PUFF
Nancy O'Hara Yam
Carol Randall Yam
Brenda Smith Yam
Elaine Smith Yam
OPEN EXPERT
Carroll Jackson Tri
Don McKay Tri
Jim McCraken Tri
OPEN AM.
Bobby Owens Tri
Alan Haydon Bsa
Ernie Smithey Tri
Jim Lynch Tri
OPEN NOV.
Jerry West Tri
500 EXPERT
Jim Keener Hus
500 AM.
Niel Bering Mon
Don Harrell Bsa
Bob Young Mon
500 NOV.
Abbott Stacey Mai
Wayne Westbay Bsa
Mike Mitchell Mai
250 EXPERT
Guy Smith Mon
Richard Pereira Bul
T. Tomlinson Mon
L. Reed Bul
Ron Tobey Yam
250 AM.
Jake Charest Bul
Dennis Lyons Bul
Tom Francisco Oss
250 NOV.
Ed Cloby Bul
R. Griffith Oss
S. Leopold Suz
200 NOV. AM.
Terry Dixon Bri
J. Williamson Bul
125 EX.
Ron Tobey Yam
Curt Lange Bul
125 AM.
Homer Taylor Yam
Don Bearsteet Yam
Vince Foster Yam
125 NOV.
John Hargrove Yam
P. Anderson Yam
Jerry Lessley Yam
100 AM.
Ryan Gifford Hod
100 NOV.
Greg Henson Kaw
Bill Hons Kaw
Jeff Lessley Hod
Frank Martin Suz
0-50cc
Bill Ritchy Suz
Scott Randall Suz

ACA FLAT TRACK
Southway Speedway
San Diego, Calif.
Oct. 4, 1970

OPEN MAIN
Gary Scott Tri
Fred Edwards Tri
Dick Mills Tri
Jim Harmon Nor
B. Hardison Bul
R. Vanderpool Hon
TROPHY DASH
Gary Scott
250cc Main
Gary Scott Yam
Earl Barker Yam
Scott Autry Yam
J. Isaacs Yam
D. Hannon Bul
Ron Powell Bul
TROPHY DASH
Earl Barker
125cc MAIN
Jim Brockman Kaw
Danny Hockie Kaw
Earl Roloff Yam
Sal Peluso Hod
Rob Morrison Kaw
Jon Mudd Kaw
TROPHY DASH
Jim Chitwood
STEEPLECHASE
OPEN MAIN
Jim Harmon Nor
Fred Edwards Tri
Al Finan Nor
Dick Ribley Nor
John Isaacs Bsa
Ron Powell Tri
250cc MAIN
Earl Barker Yam
Gary Scott Bul
John Apple Yam
Steve Mudd Bul
Mkie Little Bul
Doug Hannon Bul
125cc MAIN
Jim Brockman Kaw
Earl Roloff Yam
Danny Hockie Kaw
Dave Blair Yam
Gary Scott Yam
Rob Morrison Kaw

SHORT TRACK
Monterey, Calif.
Oct. 4, 1970
By Patrice Kenyon

100 NOVICE
Jim Ferguson
Gene Dutton
George Nicoll
100 AMATUER
Gordy Seim
Ron McGuire
125 NOVICE
Randy Miller
Jerry Kole
Dave Peterson
125 AMATUER-EX.
Dave Worth
John Brown
Nick Nazzisi
200 NOVICE
Fays Emphasis
Tim Trovinger
Scott Urabe
Chuck Baird
200 AMATUER-EX.
Benny King
Mike Rooney
250 NOVICE
Steve Langston
Robert Emphasis
Dan Baccoco
Mike Motley
John Greer
250 AMATUER
Benny King
Cal Simpson, Jr.
Pat Rooney
Wayne Farrell
250 EXPERT
Allen Kenyon
Scott Brelsford
Bob Goodman
Bill Castor
TROPHY DASH
Allen Kenyon
FATHER & SON RACE
Bill Graham Sr.

CMC MOTOCROSS
Carlsbad, Calif.
Oct. 4, 1970
By Ron Szilagyi

100 JR.
M. Slaton Bul
R. Duckworth Sac
B. Wygal Bul
B. Rowe Hod
R. Colson Sac
125 JR. DIV 2
L. Greene Sac
T. Mandeville Yam
S. Bartock Yam
J. Powell Sac
L. Rivas Sac
250 JR. DIV 1
L. McCarty Bul
G. Dewitt Hus
D. Miles Mai
G. Ackelson Ajs
C. Williams Hus
250 JR. DIV 3
R. Perry Ajs
G. Foreman Hus
M. Hunt Cz
S. Oliver Cz
K. Evans Cz
125 JR. DIV 1
G. Faxon Sac
T. Cook Bul
G. Messick Yam
S. Sutter Yam
J. Dunham A-e
125 EX. & INT.
J. Beauchamp Sac
J. Rossi Yam
M. Davis Bul
J. Boldt Hon
M. Joffman Sac
R. Myers Bul
250 JR. DIV 2
J. Bartley Mai
A. Newsom Cz
B. Harris Gre
M. Leonard Ajs
D. Benson Cz
250 EX. & INT.
B. Clements Hus
M. Tripes Cz
J. Willman Cz
J. Rubcic Cz
R. Norgaard Cz
C. Hecker Mai
500 JR.
T. Darrah Hus
R. Franklin Mai
D. Sutherland Mai
B. Chien Cz
G. Davis Mai
500 INT.
D. Baker
W. Burrell
M. Nohr Cz
E. Abbott Cz
B. Rhoades Hus
500 EX.
P. Debenedetti Mai
G. Harris Hus
B. Clements Hus
M. Cram Mai
L. Borns Hus

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We are.

Land use, ecology, noise pollution. Cycle News keeps you abreast of the issues that affect our use of this planet.

But more than that Cycle News takes a stand on these issues.

In California Cycle News took a stand on helmet legislation and led the way in getting a just law written into the books. In Ohio Cycle News East is waging the same fight. In the south Dixie Cycle News stands ready in the same spirit.

On the issue of land use Cycle News has long been and continues to be the voice of the off road enthusiast. When a riding area is unfairly restricted riders call us because they know it's our concern too, and we're going to do something about it.

Noise? Don't you think it's about time somebody took a constructive stand on this issue? We've done just that. Watch for the Cycle News "Noise" supplement at your motorcycle dealer this week.

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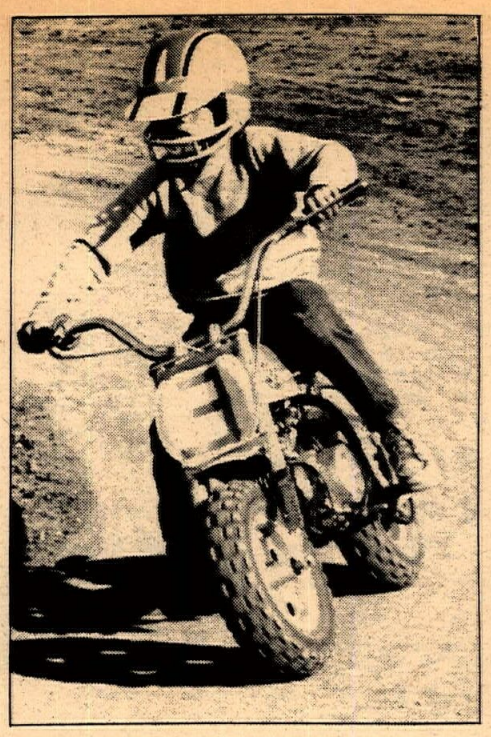
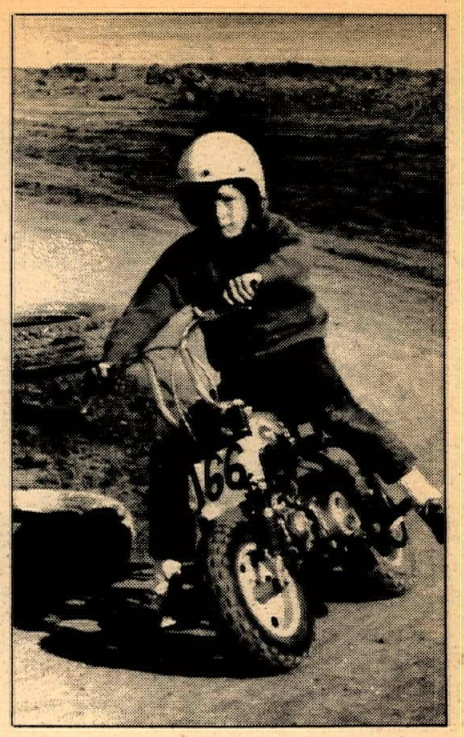
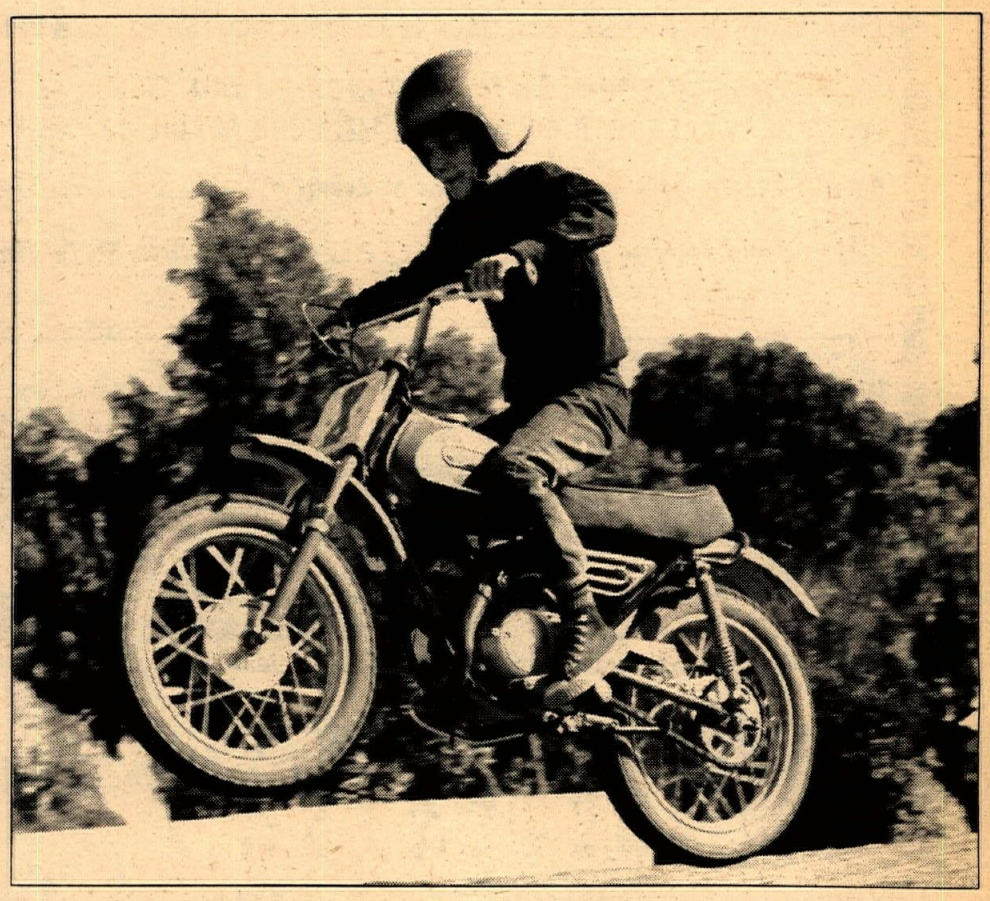





SOUTH GATE, CALIF., Oct. 10, 1970 — For the second week in a row, the mini-bikers were on hand at Trojan Speedway for a Saturday afternoon go on the big bike track. Entries doubled from the first week's 18, and track management is sure that more will show with time. Practice starts at noon each Saturday, with racing scheduled to begin at 2 p.m. Entry fee is $3, while spectator admission is set at $1 per head. Photos by Dennis Greene



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(Continued from page 2)

# CALENDAR

## SUNDAY, OCT. 25

TRIALS by Rocky Mountain Trials Assoc. at Mays Museum, 5 mi. S. of Colorado Springs. Novices in a.m., Experts in p.m. $3 entry, $2 for members. Info: (303) 442-5362.

ENGLISH TRIALS by PNTA at Dead Man's Pass, 18 mi. E. of Pendleton, Ore., on Hwy 80 North (Towards LaGrande). $3.50 entry, $2.50 members. Novice at 10:30, Am-Ex. at 12:30. 50 cents admission, under 12 free. Info: PNTA, Box 131, Weston, Ore., 97886. (503) 566-3526.

BENEFIT SCRAMBLES by Hi-Hats M.C. and Solano Trail Riders Assoc. at Vallejo Speedway. AMA sanct., Class C traction only. $2 per rider per moto. Signup 9-11, practice 10:30-12:30, racing at 1:30.

SCRAMBLES by Stockton Scramblers M.C. at Lodi Cycle Bowl. $2 to watch or ride. All Dist. 36 black plates admitted free. Signup 8:30-11; practice 9-11, racing at noon. Info: (209) 465-4534.

NEW CMC NORTH MOTOCROSS at Cal Am Raceway, Sacramento, Cal. 3 No. plates required. Mail $5 entry to Box 1451, Santa Cruz, Cal., 95060. $10 post. Practice 8-9, racingat 9:15. $2 admission. Info: (916) 442-5290.

EUROPEAN MOTOCROSS by San Bernardino Valley M.C. at Perris Raceway, off Hwy 74. AMA sanct. $1.25 admission; mail $3 entry to Ron Lambert, 17142 Ceres, Fontana, Cal., 92335. $5 post. Signup 7:30-9 a.m., practice 8-9, racing at 9:15. Info: (714) 822-2252.

TT RACES by Desert Phantoms at Adelanto Track on Hwy 395. Class C traction only. AMA Sanct. dist. 37 pts. $3.50 entry and gate total. Big-bore signup closes at 8; 0-250cc closes at 11. Info: (714) 246-7990, 269-2909.

MOTOCROSS by Humboldt Hustlers M.C. and Garberville Rotary Club at Garberville Motocross Park, 8 mi. S. of Garberville at KOA campground. $1.50 for spectators and participants. Signup & practice 10:30-noon; racing at 12:30.

HARE & HOUNDS by Sunland Shamrocks M.C. at Barstow, limed from Fort Irwin Rd. Dist. 37 pts., Rescue 3. Two 45-mile loops; 9 a.m. start. Entry $4.25 closes at 8:30, bring water. Info: (213) 352-5255.

ACA MOTOCROSS at Saddleback Park. All Jr. and Sr. classes. Signup at 8; racing at 11:30. $3 entry. Info: (714) 528-4290.

CMC MOTOCROSS at Carlsbad. $5 mial entry to CMC, Box 1402, Costa Mesa, Cal. 92626, closes Oct. 20. Post $10. Gates open at 7:30 a.m.; racing at 10. 3 No. plates.

MOTOCROSS by Cascade M.C. 2 miles W. of Bend, Ore., on Oil Shevlin Park Rd. Opens at 10 a.m.; races at 1 p.m.

## FRIDAY, OCT. 30

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

## SUNDAY, NOV. 1

SAND SCRAMBLES by AMRA at Indian Dunes. Mila $5 entry to San Scrambles, c/o Box 174, Newhall, Calif. No penalty for post. Info: (213) 892-5725, or (805) 259-7495.

JACKASS ENDURO by Foothill Hawks limed from Red Mountain. $4 mail to Jay Adams, 6208 S. McNees, Whittier, Cal., 90606. $5 post with $1 added for each team rider. Limited entry closes Oct. 18. Drawing Oct. 21 at 503 W. Whittier Blvd., Montebello, Calif. 90640. Info: (213) 695-7317, (213) 695-7735.

## SAT. & SUN., NOV. 7 & 8

INTERNATIONAL MOTOCROSS by Dirt Diggers M.C. at Hopetown. Mail entry only, $10 to: (Ltwt. & PP) DDMC, 12221 B. York Ave., Hawthorne, Cal., 90250 and (Hvywt. & Sidehacks) DDMC, 19308 E. Aguirro St., Rowland Heights, Cal. 91745. Entries close Oct. 25. Dist. 37 pts. Scrambles, Desert, Mx. Info: (213) 644-0965, 964-5076.

## SUNDAY, NOV. 8

COWBELL DERBY by Hayward M.C. starts at Upper Lake, Cal. Mail $5 entry to Hayward M.C. or $10 for team entry (3 riders). No Post, closes Oct. 20. Spark arrester a must.

HARE & HOUND, Oregon Championship, by Cascade M.C. East of Bend, Ore., follow lime markers from 3rd & Greenwood (Hwys 97 & 20). Mail $6 before Oct. 28 to Cascade M.C., Box 11, Bend, Ore., 97701. $8 post. 100 mi. course, 10 a.m. start, 125, 250, open and PP classes.

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It won't take care of itself. Get the word out. Let riders all over the Western states know about your coming events. Send in a free announcement to be published in the CYCLE NEWS Calendar. Use this form to insure completeness and accuracy.

**Date Of Event** _____ **Type of Event** (TT, Motocross, Road Run, Etc.) _____ **Sponsoring Club Or Promoter** _____

**Place** (Location and State) _____ **How To Get There** (Hwy. numbers, Lime markings, Turn offs, Etc.) _____

_____

**Sanction** _____ **Entry Fee and Mailing Address** (With ZIP Code) _____

**Additional Information** (Sign-up times, classes, facilities, Etc.) _____

_____

**Your Name** _____ **Phone Number To Call For Info:** (And don't forget your Area Code) _____


**The Foothill Hawks MC.**
**PRESENTS...**

**JACKASS ENDURO**
**Sunday November 1st.**

1st rider leaves at 8:01 am
Start, noon check and finish at Red Mountain

* Trailbikes go full distance * Limited entry * Drawing for start position at 503 Whittier Blvd., Montebello, Oct. 21st, 8:30 pm * License and muffler optional * Point run * Approximately 100 miles * All classes * 6 riders per minute * Follow up crew * Bring your own gas, water, food, and beverages.

**Limed from Red Mountain**

**Ride the trails of the legendary, "single blanket Jackass prospectors". This adventurous run through the historic and beautiful vastness of the RAND MTS & SUMMIT DIGGINS has become an unforgettable classic to those who have ridden past events.**

Entry fee: $4.00 mail; $5.00 post; Club teams $1.00 extra per rider. Mail entries close post marked before midnight October 18th to: Jay Adams, 6208 So. McNeef, Whittier, Calif. 90606. Info: (213) 695-7317.



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This exciting new course designed and laid out by desert star J.N. Roberts.
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Mail Entry $5 (includes one free pass)
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Plus 40% trophies to Novice finishers.
No dusty up hill.
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Promoted by riders for riders.

Gates open 6:00 am
First race 9:00 am
Information:
SAND SCRAMBLES
c/o Box 174
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(805) 259-8000

**Nov. 1**
SUNDAY

**at Indian Dunes**

## ISDT

(Continued from page 3)

teammate Bob Maus won a Bronze. Gene Cannady, (Sachs) and Steve Hurd (Puch), both members of the Checkers West Team won Silver medals. Bill Uhl (Puch), sole surviving member of the ill-fated International Silver Vase "B" team, won a Bronze. Two members of the Prospectors Team, Bill Friant and Bill Messer, both won Bronzes. Other Silver mdeal winners were Bob Hicks (Ossa) East Coast journalist and member of the ACA East Team, and Max Switzer (Sachs) a member of the Checkers North Team. ACA Midwest Team members Don Cutler (Hus) and Mike Lewis (Pen) won Bronzes.

Altogether, 323 riders started, and 137 were either disqualified or otherwise eliminated. There were 86 Golds awarded (6 U.S.) 61 Silvers (5 U.S.) and 39 Bronzes (8 U.S.).

When you make up your mind to go the Six days, your spirit must resolve and endure whatever God or man points your motorcycle into, for as long a time as it took the Diety to create the world. The Americans attempt at this year's Six days was a holiday for most of us. If we won, we'd win the right to host the next Six Days in our country, bringing in a lot of much needed tourist dollars for the American economy. We'd win the honest admiration of the European countries for whom cross-country motorcycling is the national sport. And one can only guess what effect it would have on the minds of the American public to see our Enduro Sport accorded the world wide attention of an Olympiad. Cross-country motorcycling of the Six Days caliber is the best picture of what motorcycling is really about. The easy rider and the rough rider merge in the man in the waterproof suit, equipped for taking smooth pavement or jagged peaks equally in stride. Who else but a motorcycle rider is so suited to moving over the land on time? Who else is as free on earth?

Ivan Wagar headed the support crew who kept track of time for the riders and handed them their cup of hot tea or cold Gatorade. He was assisted by Tom McGeachin, Pete Martin, Tom Heininger of Webco and J.R. Kelley of KK Supply, Bob Hopfer of Puch, Peggy Steffan, Al Eames, Bill Dutcher and many others whose names I have mislaid in my memory. Without their help and the good offices of our juryman, Jack Krisman, the roles of the participants would have been more difficult still. Perhaps even impossible.

I would like to give a special word of thanks to the Cemoto East and Bultaco services for providing new Buls for the use of the press and team managers. They really did the job.

## Voices

(Continued from page 4)

by, can purchase at your local dealer, if you hurry) that won this grueling contest all by itself, (almost).

You get my point; admittedly overdrawn, then again, anything that is felt strongly usually is. I admire the fact that you are not afraid to take a few shots at people, but first make sure that these people are really the bad guys. After all, life would be pretty dull without the AMA, in more ways than one.

Thank you for hearing me out; I remain, yours truly:

CHUCK LANTZ
Reno, Nevada

*Thank you for a well written, well reasoned letter. Generally, my policy is to let letters of criticism go unanswered, believing that we have about 30 pages to say our piece, whereas the readers have less than 30 inches. However, I'm going to suspend the rules in this case because of obvious importance of the issue. I'm sure, as you pointed out, "the AMA is trying its best to promote a safe, exciting series of races..." The point of the editorial, however, was to make the series even more safe and exciting, while, most importantly, suggesting ways to make it more equitable. I, too, would prefer spending my money to see Gene Romero muscle a CZ around hills, gullies and mud. I would also like to see, say, Spiro Agnew do the same thing. But I would not like to see him end up as the AMA National Motocross Champion if he is not, in fact, the best American motocross rider. And that's exactly what could happen. If we're going to have a circus, okay, let's have a circus. But, if we're going to try to determine the National MX champion, let's do it as best we know how. Now, concerning the point system: First of all, it is all but impossible to compare the Trans-AMA series to the National circuit, if, for no other reason than the majority of good motocross riders are not full-time, professional racers. Maybe in the future we'll have a cadre of MX pros, but at this point in time we don't. And while I am also interested in having manufacturers and distributors "loosen their purse strings", I don't feel pressure should be brought to bear on them at the expense of the "little guy". Actually, though, I think you misunderstood at least part of what I was saying about the points system. I still would much prefer the championship to be decided on the basis of the best four or five showings, but if this is not instituted, I think the AMA should at least change the system of distribution. Briefly, I feel that a system that awards a 10th place finish only 17% fewer points than a first place finish is not equitable. Even on the National Circuit, which you refer to, points are more widely distributed, with a 10th place finisher getting less than half as many points as the winner. So in summary, Mr. Lantz, I am not against the AMA's new series. Quite the contrary. I am simply for equitable rules in establishing our first AMA National Motocross Champion. I am, as you indicated, for the little guy...ed.*

## Costa Mesa

(Continued from page 21)

the win with Cody taking it by inches, Carlin settled for a second. Steve Bast was able to cop a third.

In the Scratch Main, Steve Basts' chances were cut somewhat as he broke a primary chain when his machine was push-started and had to borrow a ride which always hampers a rider somewhat to be on a strange machine. As the gate went up, it was Bast on the inside, Cody in the middle and Shaw on the outside as they went through the corner three-abreast. As they came out, Cody took the lead and Shaw drifted wide and banged the wall which slowed him down enough for Mike Bast to slip into third spot behind brother Steve. These positions remained all through the race

## Big Bear

(Continued from page 11)

outcome of the races were generally unpredictable.

It ought to be mentioned that the course, by order of the local fire department, was changed at the last minute. There was an extra half mile that penetrated a wooded area covered with pine needles that would have been splendid, but the extreme fire hazard made this a bit unpractical.

(Results on page 22)


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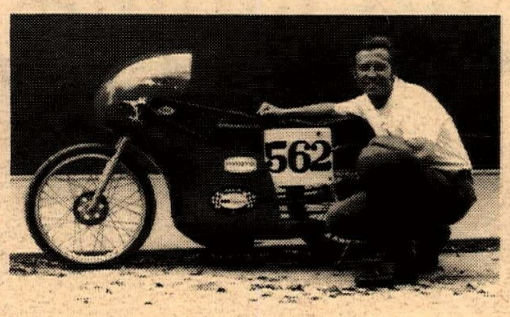


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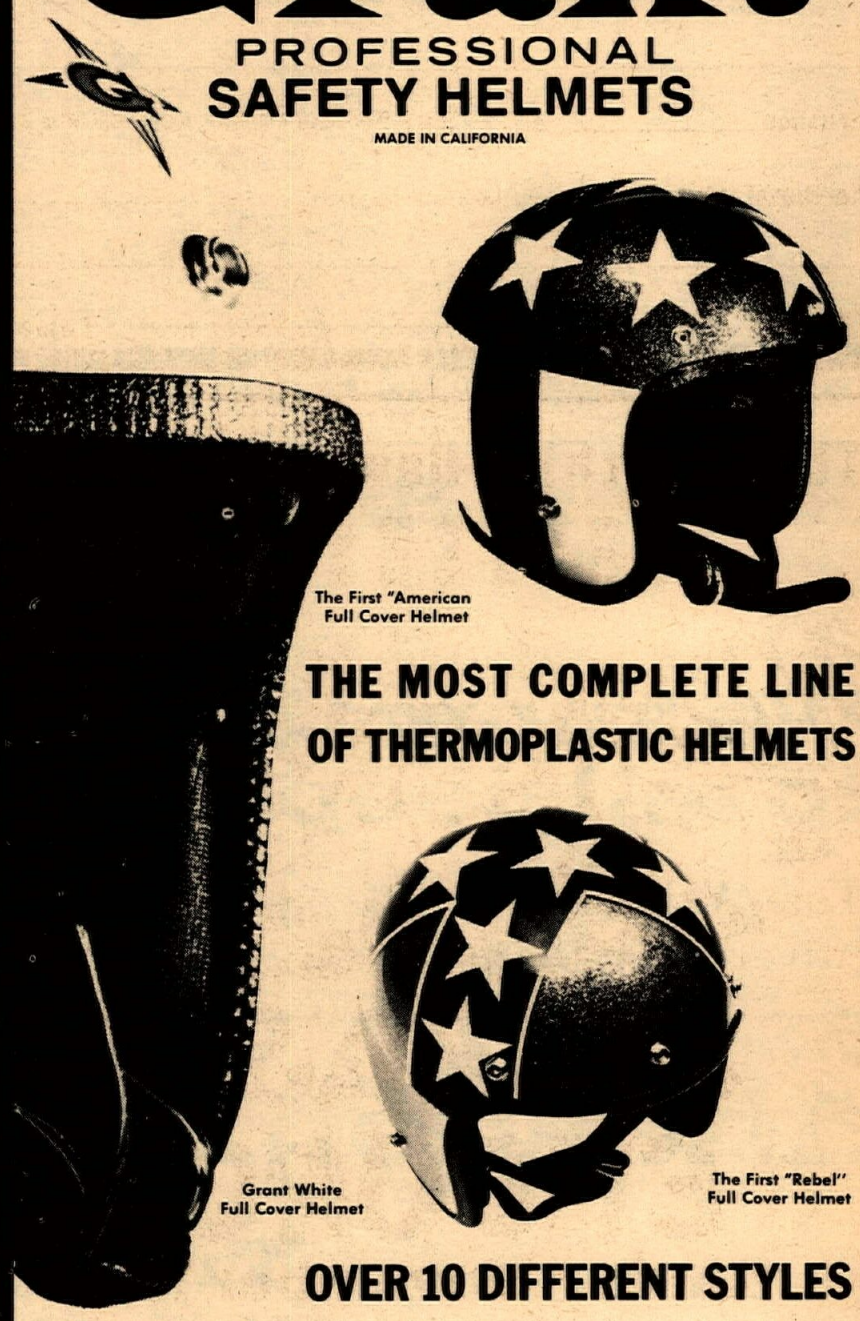

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# scramblin' around

By Maureen Lee

Well, this week we'll ruffle up a few more feathers and get onto the subject of the "sporting professional". What's that? Well, to us he's a rider who competes in sporting events (desert, scrambles, motocross etc.) where only trophies are at stake and gets paid for it.

Before we go any further we want to get two things straight. One, we're certainly not against anyone making money if they get a chance, and two, nobody's name or brand of motorcycle involved will be identified. You'd be surprised how nervous some people get over things like this. Naturally, some of them don't want their public image of a true-blue sportsman rider tarnished. With easy smiles and friendly ways in the pits they are everything the sporting rider should be: a real sportsman. In reality they are hard-thinking professional riders and in some instances are not mature enough to conduct themselves like professional riders. They will jeopardize their own safety not to mention that of their competitors for that almighty buck. So, recommended reading for them should be Gary Nixon's life story where you find out just how the top professional riders do think!

One of current top contenders for a number one plate who helped a lot in getting the information for this column (which will be split into two parts) made the comment, "The promise of ten bucks can turn some of the 15-through 20-year-olds into absolute animals on the track." Amen.

At Saddleback, Sunday, we witnessed what sporting riding is all about when one rider dropped it, the guy behind him ran right over his body, locked it up, threw his bike against the track and rushed back to his downed fellow competitor. Now, if that rider who ran over the other one knew he would get $200 should he win that race, would he have done that? Just kick that around in your head for a bit and come to your own conclusions, taking into consideration the complexities of the individual human animal. My own thoughts on that one shall remain just that, my own thoughts because after a period of time all newspaper reporters tend to view the world with jaundiced eyes. No rose colored glasses on us!

Now back to that $200. That's what we said, $200, and remember now, this was not an advertised purse but what some riders receive for winning a race; any race. Right now there are a small handful of sporting riders who do better riding sporting races than some professionals do riding for a purse. How does that one grab you? Naturally, I don't mean people like Aldana, Romero, Nixon etc. I mean the riders who make up the also-rans, who are lucky if they can get a few bucks for a last place spot in the main. Yet here's "Charley Brown" riding scrambles every Sunday and getting $200 for a win.

Other renumerations consist of lesser amounts of money. Naturally, there aren't a lot of $200-tabs floating around but here's some more examples. One rider was promised $1000 and the pink slips on the two scooters he campaigned should he get the number one plate; another who rides two different brands (and sometimes even has three entered in different classes and all legally) gets a flat fee for just riding one brand because he's always up in the front runners any time or place he rides it. For the second brand he gets X number of dollars for a win graduating upwards with the importance of the event. Elsinore or Hopetown would REALLY pay off. Plus all this, the weekend fringe benefits are that all his entry fees are paid, he gets so much gas money per mile traveled to the track and back and any other expenses needed by he and wife. Meals, motels for a two-day event, etc. are also picked up. Start working that one out and you have a sportsman rider who is doing better than maybe 90% of the true professional riders!

In plenty of other cases, riders receive a few dollars weekly just for doing well, and what surprised us was that we found cases of this kind in the novice classes, too. It's not just the super-stars who command the money, the novices do, too, and though we all expect novices to ride a bit squirrely maybe the front runners get even more squirrely when there's pay day at the end of the event should they make it!

So, O.K. you say. So what the hell is wrong with a guy making money. More power to anyone who's good enough or has the right connections to make some bread, and we agree. Up to a point. We believe that they do not belong in sportsman events riding with the other guys who have to pay their own bills or are just in it for the thrill of a trophy or a lower number on that next year's plate. At the same time, they needn't be kicked out or forced into the professional ranks where they belong anyways, there is another solution.

Next week we'll cover another facet, the rider who is sponsored or "helped along" by dealers, manufacturers etc. This first installment is meant to cover the actual cash money paid to riders and we look more leniently on the others who just get a helping hand than we do the ones who make a nice living riding sporting races.

Why these columns? Well, scrambles have been going down-hill in this district for quite a while and we have a theory that money has something to do with it and will explain why as we go along. And, once again, think a bit about the Saddleback incident we mentioned earlier.

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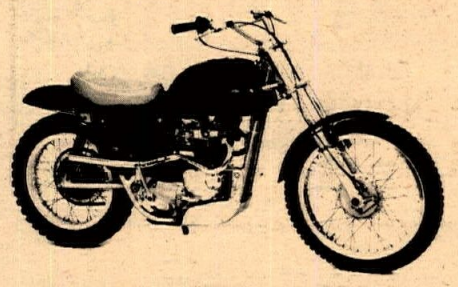

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### 1969 CZ 250

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'69¾ HODAKA 100. Filtron, extended forks, Ceriani back, chamber, gears, head, piston. Fresh paint, street stuff. Excellent condition, race ready. $375. (213) 773-4710, Billy.

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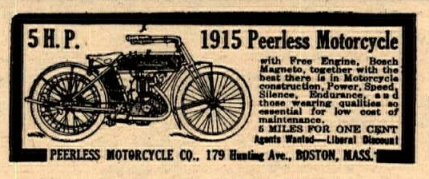


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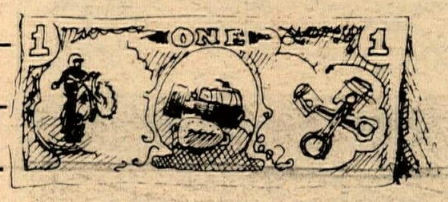

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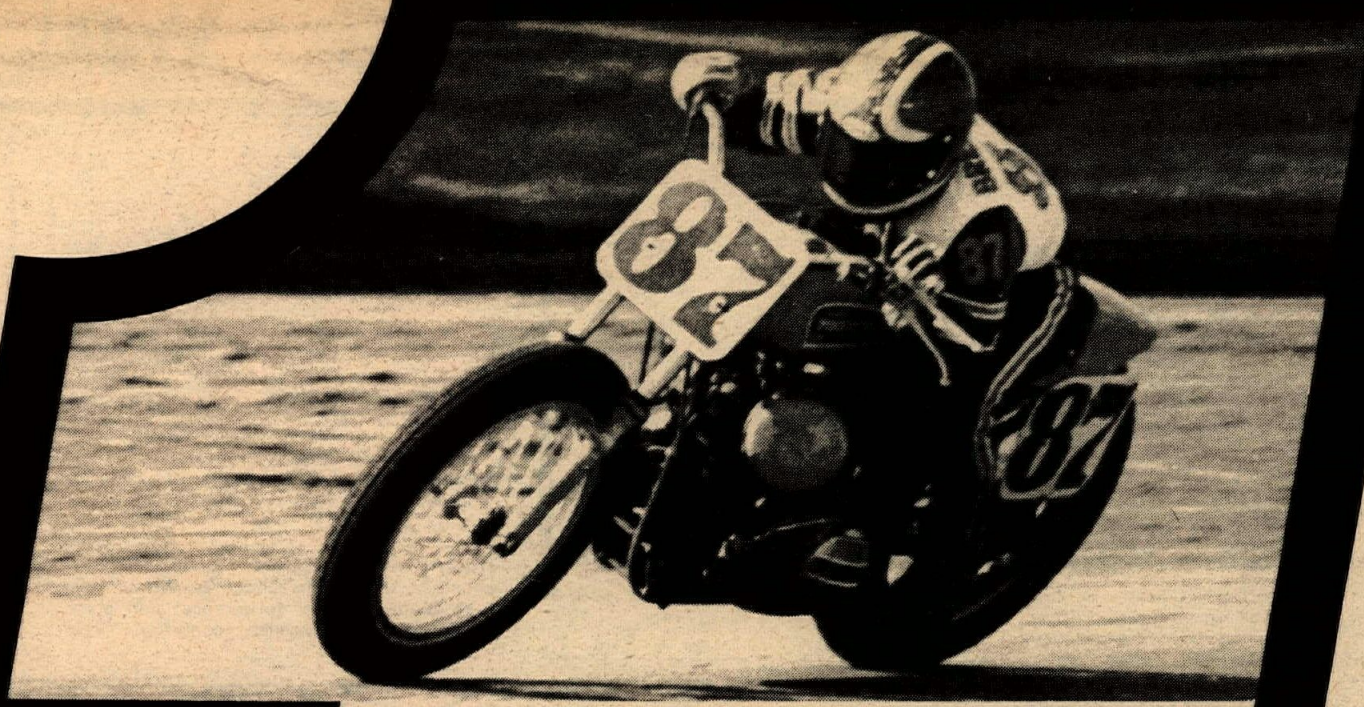


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